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LAKE CARRIERS' ASSOCIATION.

To consider and take action upon all general questions relating to the navigation and carrying business of the Great Lakes, maintain necessary shipping offices and in general to protect the common interests of Lake Carriers, and improve the character of the service rendered to the public.

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OF INTEREST TO LAKE CARRIERS.

A Washington special says that the Interstate Commerce Commission will give hearings on the question of rates on export and domestic traffic in grain and grain products in Chicago on June 12, and in St. Louis on June 15. The notice of these hearings says that it proposed to get evidence showing all important changes that have taken place in rates to the Atlantic and Gulf of Mexico ports, on shipments of grain and grain products, and the reason why such changes were made, and that the investigation will include the relation of rates on grain and grain products to the various ports, as well as the relation of rates on domestic and export shipments of grain and domestic and export shipments of grain products.

Interested millers and grain dealers, as well as railroad men, are invited to take part in the investigation. These hearings are in continuation of the one held in New York on May 15 and succeeding days.

THE GERMAN SHIPBUILDING AND MARITIME INDUSTRY.

An elaborate report on the development of commercial, maritime, and traffic interests of Germany has recently been presented to the British Foreign Office by Mr. Gastrel, commercial attache to the British Embassy in Berlin.

Of the shipbuilding industry, Mr. Gastrell says, in part:

Among the many directions in which the German Empire has been pushing its economic expansion in recent years, none is more remarkable than the line of development of its maritime interests, in the broad sense of the term, which includes shipbuilding, carrying power, and over-sea commerce, together with its necessary protection as represented by a navy. * * * The Government has not largely subsidized or assisted in the construction of ships, as has been the case in other countries. It has merely followed the usual policy of affording a moderate amount of protection to the young home industry, in order to enable it to have a fair chance of competing with already existing foreign competitors. The most important form of subsidy is by postal contracts for mail services by quick steamers, though it is frankly acknowledged that other important objects are kept in view throughout, such as the indirect advantages that would accrue to German trade, the gain to the Empire by the increase of material for forming an efficient naval reserve, the utilization of the fast steamers as cruisers in time of war, and last, but not least, the coveted means of home industries. Conformity with admiralty requirements, the use of German materials and products as far as possible (including coal), and the construction of the new vessels in the shipbuilding yards of the Empire are among the chief conditions of contract.

These subsidies, which are enjoyed by only two steamship lines—The North German Lloyd and the East African Line—amount at the present time to £324,500 ($1,579,179) a year for direct postal subsidies, and to £19,250 ($93,980) for other separate payments for carriage of all bags, chiefly to North America, by lines other than the two above mentioned. * * * German ships can be requistioned under the law for war purposes. * * * There are, however, two other forms of assistance given, of which preferential, or special, railway freights for certain German materials for shipbuilding are the most important. * * * Certain specified articles for the fitting out of ships are also admitted duty free under various decrees. But independently of artificial stimulus, the progress of shipbuilding is yearly receiving greater encouragement, from the increasing improvement in methods of production and from the gradually extended facilities of carriage.

In his review of the traffic interests of Germany, Mr. Gastell says that the country possesses 28,566 miles of broad-gauge railways and 8,647 miles of navigable waterways. Immense sums have been spent on canals, and there are many new prospects, of which the Dortmund-Rhine Canal and the Great Midland Canal (joined from the east to west rivers Elbe, Weser, and Rhine) are the most important. A scheme of international importance is advocated by an "Austro-German Society of inland waterways," consisting in the construction of a mid-European canal, which is intended to be connected with the Rhine, Elbe and Oder with the Danube, with perhaps a branch to join the Russian canal system. The extensions of the radius of cheaper water communications in Germany will further facilitate the exploration of industrial and mining products, and the vista opened up future possibilities to the advantage of central Europe, the writer says, is immense.

LAKE YACHTING.

The international yacht race between the Dominion and the United States, to be sailed this summer on the lakes, has served to arouse a greater degree of interest in the health-giving pastime than has been manifested for some time. The Lake Michigan yachts will have a cruising race at Mackinaw Island the latter part of July. The fleet, which will of course include both sail and power boats, that is, steam, naphtha, electric, gasoline, etc., will then proceed to Put-in-Bay for the annual meet of the Inter-Lake Yachting Association, which will open July 31 and continue until Friday evening, August 4. It is certain that the fleet of power yachts and cruising launches in attendance at the Lake Erie meeting this year will be far in excess of the representation at any previous regatta. On Tuesday and Wednesday, August 8 and 9, a regatta will be held at Erie, Pa. It is expected that the fleet will reach Toronto, Lake Ontario, August 14 or 15. Two new organizations, the Up River Yacht Club, of Toledo, and the Presque Isle Yacht Club, of Erie, Pa., will be represented at these regattas.

ALEXANDER R. SMITH, of New York City, delivered a very spirited address, this week, on "The Need of an American Merchant Marine," before the Trans-Mississippi Commercial Congress, held at Wichita, Kan. Mr. Smith is at present a member of the commission appointed last year by the governor of New York to inquire into the causes for the decline of New York's commerce, and to suggest remedies for its revival. This is a subject to which Mr. Smith has devoted several years of his life. But all his life he has been connected with maritime and commercial matters. He spent four years of his life as a boy at sea in American-built ships, and for the past ten years has been publisher and editor of a maritime weekly newspaper, in which he has been constantly advocating the substitution of American-built, American-owned aud American-manned ships, in place of the foreign ships now engaged in carrying over 90 per cent. of our foreign commerce.

NOTICE TO MARINERS.

UNITED STATES OF AMERICA—NORTHERN LAKES AND RIVERS—ILLINOIS.

TREASURY DEPARTMENT.
OFFICE OF THE LIGHT-HOUSE BOARD,
WASHINGTON, D. C., May 24, 1899.

CALUMET PIERHEAD (SOUTH CHICAGO) LIGHT STATION.—Notice is hereby given that, on or about July 1, 1899, a 10-inch steam whistle will be established at this station, on the outer end of the north pier at the mouth of Calumet river, 11 miles southeasterly of Chicago breakwater, to sound, during thick or foggy weather, blasts of 5 seconds' duration, separated by silent intervals of 10 seconds, thus:

Blast	Silent interval	Blast	Silent interval
5 sec.	10 sec.	5 sec.	10 sec.

The fog signal building is a brown, corrugated, iron structure, with gable roof, and stands on the outer end of the pier immediately in rear of the light tower.

By order of the Light-House Board.

FRANCIS J. HIGGINSON,
Rear Admiral, U. S. Navy, Chairman.

DOMINION OF CANADA—ONTARIO.

I. BEACONS IN ENTRANCE TO MIDLAND.—Two temporary whitewashed day beacons have been established by Mr. W. J. Stewart, D. G. S., "Bayfield," to lead south of the shoals off the south end of Giant's Tomb island and north of the shoal off Sawlog point, entrance to Matchedash bay, Georgian Bay.

The front beacon stands upon the north end of Breboeuf island on a bare granite rock, elevated 8 feet above the water. It consists of a pole 15 feet high, braced, with horizontal studwork on the pole and braces.

The back beacon stands upon the west shore of Beausoleil island and is distant 2,400 feet S. 86° E. (N. 88° E. true) from the front one. The ground at the site is 3 feet above the water, and the beacon, similar in construction to the front one, is 24 feet high.

Two similar beacons have been established on the west shore of Matchedash bay, between Midland point and Sucker creek point, to show the best channel in the reach between Pinery point and Beausoleil island.

The front beacon stands on the beach 6 cables, S. 54° E. from Sucker creek point.

The ground is 2 feet above the water and the beacon is 12 feet high.

The back beacon stands on the beach of the point 3,000 feet S. 17° E (S. 23° E. true) from the front one. It is on ground 2 feet above the water and is 15 feet high.

In entering Matchedash bay Breboeuf island beacon should be brought in one with Beausoleil island beacon outside of Bennet bank bearing S. 86° E. The alignment leads 750 feet south of the black spar buoy off Giant's tomb lighthouse and 500 feet north of the red spar buoy off Sawlog point. As soon as the inner front beacon shows clear of Adam's point it is safe to change the course gradually until the two inner beacons are brought in one, bearing S. 17° E. This alignment should be kept until the first beacon is one-half mile distant, when the beacon should be left on the starboard hand. The shore here is bold, and can be kept close aboard until Midland point is rounded.

II. LIGHTS AT POINT EDWARD DISCONTINUED.—The private lights formerly maintained at Point Edward, Sarnia, are not now in operation. They should therefore be removed from the Canadian list of lights and fog signals.

F. GOURDEAU,
Deputy Minister of Marine and Fisheries.

Department of Marine and Fisheries, Ottawa, Canada, May 12, 1899.

NEWS AROUND THE LAKES.

DETROIT.

Special Correspondence to The Marine Record.

The steamer Nyack, of the Crosby Transportatian Co., is being thoroughly overhauled at Muskegon. She will be on the route with the Naomi, formerly the Wisconsin.

The Parks Foster, grounded at the cut on Sunday night, was released on Monday afternoon, by the powerful tug and wrecking steamer Saginaw, of the Swain Wrecking Co.

The steel side-wheel passenger steamer Pennsylvania built at the Wyandotte yards of the Detroit Dry Dock Co., to run between Buffalo and Erie, registers 747 tons gross and 420 tons net.

The damage to the small steamer City of Mt. Clemens, which fouled the tow of the A. A. Parker, is but slight. It is estimated that $400 will be the outside limit of cost of repairs, etc.

If efforts to tow the sunken schooner Ganges out of the Colchester channel are not successful, she will be blown up with dynamite. The Canadian revenue cutter, or fishery patrol Petrel, is working at her.

The ice crusher car-ferry St. Ignace is booked to dock this week at the Orleans dry dock of the Detroit Ship Building Co. She will be given a thorough overhauling after her winter's work, and again be put in first class condition.

D. E. Rice, of Detroit, has a new scheme for ice cutting vessels. He would use circular saws so hung as to cut lines through the ice at a distance apart equal to the width of the boat. This would allow the spoon-shaped bow and the crushing screws to do their work more rapidly.

A wrecking expedition in charge of Capt. Robert B. Rice is working on the steamer St. Lawrence, which was wrecked off Point Betsy last December. The work is being prosecuted by the Crosby Transportation Co., who bought the wreck for a very small sum of money. The boiler, steam steering gear and other parts of her equipment have already been secured and Capt. Rice hopes to get the vessel's engine as well. The hull will be abandoned.

Another interesting relic disappeared from the Detroit river when the old revenue cutter Andy Johnson made her exit. She has lain at Walkerville for a long time, having been out of commission for the past three or four years. Her engine was put into the steamer Flora, which was rebuilt by the Walkers last winter for the Port Stanley-Conneaut route. Capt. Andrew Hackett, of Amherstburg, purchased the hull, and after removing the rest of her machinery, will have the old stager converted into a lighter.

The work of making the Limekiln Crossing a safe and easily navigable waterway for the immense tonnage passing Detroit either way, is being vigorously carried on under the official supervision of Col. J. G. Lydecker, Corps of Engineers, U. S. A., in charge of the district. This work has been carried on for many years, going a couple of feet better each time, and, whether a few tons of Canadian or United States lime-stone is moved away, every effort is being turned toward making this shoal, rocky elbow, fit for the passage of decent sized craft.

Some one credits a Detroit vessel agent with figuring up the total loss of the grain shovelers' strike at Buffalo in this way: Loss suffered by marine and elevator interests on grain vessels about $1,000 an hour, and for twenty days this would bring the loss to $480,000. The tie-up of twenty-nine freighters with package freight for twenty days is estimated to be fully $288,000. The loss of the sale of 500,000 bushels of grain is estimated at $100,000. This, together with losses on the tie-up of ore, fuel and coal, will bring the total loss up to $1,038,000 The loss to the strikers is estimated at $278,000 for 20 days. It is needless to say that these figures are anything but inclusive or complete and only touch on the fringe of the loss. It is questionable if any individual could sum up the absolute total loss caused by the striking longshoremen, anyway, the above estimate is far and away below the actual.

A contract for a new 1,500,000-bushel elevator, to cost $400,000, has been let by the McReynolds Elevator Co., of South Chicago. The new grain storehouse for the Calumet region will be located on the recently purchased tract at One Hundred and Sixth street and the river. All the latest improvements in elevator building will be embodied in the new structure. The Botsford-Jenks Co., of Port Huron, has the contract, and the completion of the work is anticipated in time for the fall grain trade.

A handsome little passenger steamer is now being fitted out at Toronto for the Ottawa River Navigation Co. The hull is constructed of Ohio oak. She is 100 feet long, with 20 feet beam, has a compound engine, a Fitzgibbon boiler, and is expected to make 14 or 15 knots per hour. She will ply between Thurso and Ottawa city, making daily trips, and is built specially for excursion traffic. She is expected to carry 300 passengers. The interior fittings are of the finest; the ladies' cabin is carpeted with fine Brussels and finished with metallic lincrusta work, beautifully tinted aud relieved with gold striping, while the panel work is in mahogany. The gentlemen's saloon is furnished in cherry. All the space has been advantageously utilized, and even the quarters for the crew are convenient and comfortable. She is fitted up with incandescent lights, and the staterooms, saloons, etc., are provided with radiators for steam heating in cool weather.

BUFFALO.

Special Correspondence to The Marine Record.

Hughes Bros. & Bangs have about 1,500 men at work on the breakwater extension here. The district engineer is keeping the contractors keyed up to their agreement.

Capt. Patrick Shea, for thirty years a lake master and for ten years in the employ of the Western Transit Co., died at his home here on Monday. His last vessel was the old Buffalo, now the Auburn. Capt. Shea was never married.

The tug Balize took hold of the large new dredge Pan American and towed her safely to Portage Canal, Lake Superior, where her owners, Hingston & Woods, of this port, have secured an important contract from the government.

An instance of the carrying capacity of some of the lake steamers was the cargo of the new steel steamer Troy, consigned to the Western Transit Co. last week. She had aboard 54,000 barrels of flour, 350 tons of copper and sixty tons of shingles.

Before making out the specifications for a $75,000 fire tug, the fire commissioners looked into the models, hull, construction and equipment, as well as the river and harbor systems in vogue at other ports. The new Buffalo fire boat will be the peer of any fire fighter ever put afloat.

The Buffalo Dredging Co. will likely secure the contract for building 1,015 feet of concrete superstructure on the breakwater at their bid of $70,169.25. Of the four bidders this was the lowest. The appropriation for the work is $125,000. Bids are now being considered at Washington for dredging Niagara River from this port to Tonawanda.

Through the lack of dredging or being slightly out of the channel the steamer Veronica and consort Amboy, of the Tonawanda Iron Co.'s fleet, loaded with iron ore, went aground at the entrance to Niagara river, on Tuesday. They had to be lightered. It is reported that the master made a mistake in the range lights at Niagara street and the "dummy."

Mr. Thos. Fitzpatrick, Cleveland, was among one of our recent visitors and spent a few days with his son Capt. John C. Fitzpatrick, local manager of the Clover Leaf Steamboat Line. There is perhaps no man on the lakes who has had a wider experience than Mr. Fitzpatrick. He is now in his 78th year and still hale and hearty, attending in a measure to his vessel property and keeping fairly well posted in marine interests. Mr. Fitzpatrick has had three-score years of lake experience, a considerable portion of which time was spent afloat as a marine engineer during the earlier portion of his career.

Mr. W. P. Judson, of Oswego, has been appointed Deputy State Engineer and Surveyor, with offices at Albany. Mr. Judson will draw a salary of $4,000 a year, and $1,000 traveling expenses. Last year Mr. Judson was with the Donnelly Contracting Co., contractors and consulting engineers on harbor and canal works, etc., with offices on Ellicott Square, and while residing here he made a host of friends, who since his departure have missed his genial individualism, although pleased to learn of his excellent appointment and professional advancement. Mr. Judson has been connected with the lakes, river and harbor work all through his career.

The strike fever still exists to some extent among longshoremen. About 300 freight handlers, chiefly Polish, quit at the Leheigh Valley docks on Wednesday, and there is some danger of others quitting on the sympathetic racket or plea. Contractor Connors gave the grain scoopers their former terms and waived all differences, and now it appears that other demands are springing up. It is to be hoped that there will be no more labor disputes here this season, or, if so, trade will surely be diverted to the St. Lawrence, and all rail routes thus giving Buffalo the "go by." If such should be the case, only for a season or two, longshoremen would often be "waiting for the ship that never returned."

John R. DeBarry, Immigration Inspector, escorted George Hunt, a Canadian bricklayer, to the International bridge, on Saturday, and saw him on a train bound for the Dominion. Hunt arrived in Buffalo, carrying a kit of tools. He was promptly held up by the customs men and turned over to Inspector DeBarry. Hunt told the Inspector that he had been invited to visit his uncle, a bricklayer, at Cleveland. "What do you need tools for if you are just going to visit your uncle?" asked Inspector DeBarry. "Oh, I thought I might do a little work to pay expenses," replied Hunt. "Well," said Mr. DeBarry, "I consider that a violation of the alien labor law. You will have to go back to Canada." How about this? Can't Ohio take care of its own immigrants, or is DeBarry the censor, judge and jury for the Union? He once undertook to prevent sailors shipping, but he probably got a rap over the knuckles for his pains. The above episode places Canadians much on a level with Chinamen, and can only breed a spirit of petty antagonism and retaliation all around.

Although it was expected by officials of the Lake Carriers' Association that most of the private lights in the St. Mary's river would be displaced this season by gas buoys, range lights or fixed lights on cribs, or clusters of stone established by the light-house officials, the vessel interests will again be called upon to pay quite a sum for lighting parts of the river.

CHICAGO.

Special Correspondence to The Marine Record.

Mr. and Mrs. Geo. B. Carpenter left here last week for a six months' tour in Europe.

The week opened in the grain trade with vessels in good demand at 2 cents on corn to Buffalo.

Johnston Bros., of Ferrysburg, Mich., are building a steel steam yacht, 72 feet long over all, for Mr. Perkins, of Grand Rapids, Mich.

The barge Butcher Boy, which was recently purchased by the Mueller Lumber Co., has been converted into a three and aft schooner by Capt. Harry Worpel, her new master.

The steamer Minnie Kelton, which left here on the 26th inst. with a cargo of 31,500 bushels of corn for Port Huron ran ashore on Point Aux Barques in a dense fog. She was later released.

Duncan Robertson, shipbuilder of Grand Haven, Mich., is building a schooner yacht for Wm. Savage, of Spring Lake, Mich. Her dimensions are 65 feet over all, 14 feet beam, 9 feet depth of hold.

The Bradshaw Transportation Co. will run their steamer Mabel Bradshaw this season between Chicago, White Lake, Sylvan Beach and Pentwater, leaving Graham & Morton's dock on Mondays, Wednesdays and Fridays.

The Goodrich Transportation Co.'s steamer Virginia will arrive here from Manitowoc on Sunday, June 4th, and will leave here for Milwaukee on her first trip of the season on Monday evening. Capt. Henry Stines will again be in command.

The excursion side-wheel steamer Chief Justice Waite, which was sunk in a slip near the entrance to the harbor has been raised. She will go into dry dock for repairs, and will then run between the Lake Front and Manhattan Beach, Windsor Park.

At Miller Bros.' shipyard the schooner A. T. Bliss is in dock receiving a general overhauling, some new bottom plank and recalking; the tug F. O. Earnshaw was in for repairs to rudder and calking; the barge Wayne for a new stem and bottom calking.

There is a lively row on over the Neagle ordinance, now in the city council committee, which requires vessels 200 feet or more in length to have tug service in going up and down the Chicago river. The tug men naturally favor it, but some of the vessel owners have decided to make a fight against the passage of the ordinance.

Capt. Chas. Hansen, formerly of the schooner A. T. Bliss, has been appointed master of the schooner Dundee; Capt. Duncan Buchanan, formerly of the schooner Parana, has been appointed master of the A. T. Bliss, and Capt. Thos. Turnbull, formerly of the schooner S. A. Wood, has succeeded Capt. Buchanan as master of the Parana.

And now it is talked of the underwriters buying the Miller dry docks and doing their own repair work. There are those who say that such a move is outside the province of assurers. On the other hand, if all existing dry docks are to combine so as to form an unjust monopoly, then other avenues must be sought for to carry out necessary repairs.

The Graham & Morton Transportattion Co.'s steamer City of Chicago, left for St. Joseph and Benton Harbor on Monday morning on her first trip of the season. Capt. McIntosh is again in command. Chief Engineer McClure is much pleased with the steamer's new engine as it makes more revolutions than the old one and gives her more speed.

There were five bidders for the wreck of the steamer Harlem, as she now lies stranded near Isle Royale. Among them were Alexander McDougall, of Duluth; J. J. Rardon, of Chicago; Capt. James Reid, Thompson Wrecking Co., of Port Huron, and Baker Bros., of Detroit. The highest bid is said to be about $30,000. The sale will be made this week by Mr. Waite, of London Lloyds' Salvage Service Association, on behalf of the underwriters.

A captain who owns his boat and who has had hard work to come out even for several seasons had a peculiar experience this week. When he went on the lumber market for his next cargo he received three invitations to go to dinner from shippers, and it is claimed on the market that the dinner cost the man to whom he finally chartered the boat something over $5. The incident was related with much gusto on the river, as showing the better condition of lake business.

The courses of the trial race for the Canadian cup have been practically agreed upon by the members of the Chicago Yacht Club. There will be three triangular and two windward and leeward races. The former will start just outside the breakwater at Van Buren street, and will be twenty-one miles distance. Buoys will be anchored seven miles apart. The windward and leeward races will start from the same place as the triangular races, but the direction depends upon the wind. It has been decided that, should it be very stormy on any of the racing days, the races will be postponed until the wind moderates.

Vessel owners who hail their tonnage from Chicago were pleased to know that Capt. Dunham had received a letter from the board of assessors stating that all existing troubles over taxes this year would be satisfactorily settled on a just basis that would obviate the necessity of Chicago vessel owners registering their boats at Duluth to avoid excessive taxation. The communication from the assessors was a wel-

come document and was sent in response to the protest recently filed with the board of assessors by Chicago marine men. Secretary Weber, of the board of assessors, suggested in the communication from the latter that the marine men call and go into conference with the assessors next week, at which an equitable basis of taxation of marine property would be agreed upon. The suggestion will be complied with.

Mayor Harrison's appeal to the tug lines to reduce the whistling nuisance from their boats as much as possible, has resulted in the blame for the matter coming to the doors of the bridge tenders. In consequence, Assistant City Engineer Wilcox, who has charge of the bridges, is making a very strict investigation among the men he has stationed on the bridges. It is said that this has resulted in several disclosures of negligence and that a severe shake-up will come soon. When Mayor Harrison directed his message to the tug owners they replied that they would do everything in their power to abate the noise, and at once notified their captains. The captains said they could not get the bridges to open unless they whistled long, loud and repeatedly. During the day there was no trouble to speak of, except in the region of the Northwestern railroad bridge at Kinzie street, but in the night the city's employes had to be awakened from peaceful slumbers. All this was reported to the mayor, and he had the investigation started. It is said the claims of the tug captains are found to be true in a number of instances, and for a time the bridges are to be kept under surveillance. It is averred by marine men that the three bridges at Kinzie street are the worst barriers to navigation in the entire river. The Northwestern Railroad, Milwaukee and St. Paul Railroad and the city have three bridges in the length of a block, and all are too low to permit the passage of a tug. The large number of trains passing each day crowds the Northwestern bridge to its capacity if it was always shut. River men say the railroad company never allows the bridge to open within five minutes of the time a train is due to arrive or leave, and enough steam is used in whistling every day to make a tow.

ESCANABA.

Special Correspondence to The Marine Record.

Repairs to the steamer Thomas Davidson will take about a week or ten days.

The ore rate from Escanaba has gone to 65 cents and is being offered freely.

The steamer Chauncey Hurlbut, is now running between Escanaba and Elk Rapids, carrying iron ore and passengers.

All the way from five to ten million feet of lumber is being shipped out of Marinette and Menominee every week.

The tug Claude, of Green Bay, was at Marinette last week and towed a scow load of about half a million feet of lumber to Green Bay.

A large scow load of stone and rip rap to be used in the construction of the new light-house at Long Tail Point, reached there a few days ago.

The tug Geo. D. Nau, of Green Bay, has started towing pulpwood rafts from Bay De Noquet to Green Bay, where it is towed on scows and taken to mills on Fox River.

A new plan for carrying lumber to lower lake ports was tried last week by the steamer Annie Laurie, with a large railroad scow on which was 600,000 feet, consigned to Bennet Bros., of Saginaw.

The Hart line, of Green Bay, expect to take possession of the steamer Petoskey sometime between June 1st and 15th, and will run her on the Green Bay-Mackinac route. Capt. H. W. Hart, of the Fannie C. Hart, will have command of the Petoskey.

The steamer A. J. Lindsay, bound from this port to South Chicago, had a head-on collision with the schooner J. V. Taylor, off Port Washington last Friday night, during a fog. The Lindsay's upper works were damaged, while the Taylor had a large hole stove in her bows and her bowsprit carried away. The Taylor put into Manitowoc and the Lindsay stopped at Milwaukee for a temporary survey.

The ore trade has picked up immensely the last few days and business will soon reach a good lively point and it is hoped to get away as large an amount of ore as possible. The one day's record for shipments out of this port in the ore trade was broken one day last week when several of the big carriers got in in a bunch, among them being the big steamer Clarence Black, recently purchased by the Minnesota Steamship Co., Cleveland.

The lumber trade has assumed a very decided summer quiet, which is something out of the ordinary for this time of the year, but it is due, mainly, to the fact that many large sales have been made in advance. With over two-thirds of the season's cut sold and the mill owners not anxious to hurry the remainder off to purchasers, it leaves the important deals small. Notwithstanding this fact a few buyers continue to visit this section every week. H. M. Tyler, of Buffalo; F. H. Markham, of Chicago, and N. Merriam, of Saginaw, were among those that succeeded in making a few deals in the last week or so.

If the officials of the American Ship Building Co. and F. W. Wheeler can agree on terms the Bay City plant will be part of the shipyard combination.

CLEVELAND.

Special Correspondence to The Marine Record.

Capt. F. D. Herriman, Chicago, visited this port for a couple of days since my last letter.

Capt. John Hobson, late of the Vessel Owners' Towing Co., died very suddenly of pneumonia, at his home on Tuesday,

Memorial, or Decoration day, was very generally observed here on Tuesday and the majority of the offices closed at noon.

The steel cargo steamer Henry W. Oliver, built at Lorain, O., and hailing from this port, is 4,909 tons gross and 3,717 tons net.

Commencing Sunday, June 4, daily service (Sunday included) will be resumed between Cleveland and Toledo. Steamers leave daily at 10 p. m.

The date for the launch of the Manila building at the yards of the Chicago Ship Building Co., to the order of the Minnesota Steamship Co., of this port, is placed for June 7.

One of the latest deals is for a lake towing company to operate on the coast. Some of the Boutelle tugs have been organized into a company and will undertake coast and harbor towing, with offices at Boston, Mass.

The dredge Hercules, owned by the Cleveland Dredge Co., was destroyed by fire last Thursday, and the tugs Allie May and Charles G. Curtiss were badly damaged. The expedition was ready to proceed to Ashtabula to complete a dredging contract.

Mr. Curr, who has been superintending new work in building and hull repairs for the Minnesota Steamship Co. for the past year or two, will, it is reported, enter the employ of the Bessemer Steamship Co. next month in the same or a similar capacity.

It is now generally known that Mr. Robert Logan, naval architect and consulting engineer, of this city, has been closely connected all through with the valuation of lake shipbuilding plants. It also appears that Mr. Logan's services are still in demand relative to this special work.

Capt. John Mitchell has placed an order with the American Ship Building Co. for a new steel steamer to be a duplicate of No. 79, now building at the yards of the Globe Iron Works Co. to the order of the Cleveland Steamship Co., of which Capt. Mitchell is president and managing owner. The new boat will be six feet longer than the M. A. Hanna and to be delivered next April.

Mr. D. E. Lynn, Chicago, representing The American Manufacturing Co., New York, an extensive cordage house, visited this port for a couple of days this week in the interest of that firm. Mr. Lynn called on all of the vessel owners and says that his business outlook is very favorable and that he has booked orders ahead.

All the passenger lines have entered fully upon their season's work with a fairly liberal patronage, considering the season is so young, and the unsettled condition of the weather during the past week. There is every indication that from this on to the close of the season they will have all the business that they can properly attend to.

It is considered probable that the citizens of Houghton, Mich., will present the new steamer, now building here, and to be named in honor of the founder of that thriving and prosperous town, with a set of new bunting. This would be a laudable and customary manner of expressing their regards both as to the namesake of their town and in memory of the late Dr. Houghton.

The Cleveland Ship Building Company entertained a visitor from Japan recently, in the person of M. Kojami, a marine expert. The gentleman is on a tour around the world inspecting shipyards with a view of constructing a large one at home. He said that the United States had the best yards he had yet seen. Mr. Kojami is a talented gentleman and an expert in marine construction.

The tug trust, which is said to include all lake ports, may eventuate, but no one here is talking and especially not Capt. Collier, of the Vessel Owners' Towing Co., who was said to have arranged the options on other fleets. On the other hand, report has it that the two Buffalo tug lines placed such a gilt-edged valuation on their property and business as to knock the whole combine "galley west," and they are holding to their original figures yet.

Capt. Richardson has been indemnified by the underwriters and has taken bark the steamer J. H. Outhwaite and her schooner consort Barr, after being classed as previous to their stranding. It is considered poor policy in the long run for underwriters to do their own salvage, wrecking, repairing, classing, etc. It has been found best to accept a loss and settle matters up on that basis as speedily as possible, of course always with an eye to the main chance.

The Cleveland Leader is becoming a little more intelligible in its port list of entries and clearances. There is no longer seen the queer wording of propellers, steambarges and steamers, but everything propelled by a screw with steam is reported as a steamer. Now, if the scribe that does the marine, will only admit that freight is the money, or consideration earned and paid for carrying cargo, he will have made the second stride in advance of the usual lake daily newspaper parlance.

John Miller, Sr., one of the best known working sailmakers at this port, died on Sunday, at the age of 63 years. His funeral took place on Wednesday afternoon, the remains being buried at Woodland. Mr. Miller served his apprenticeship and worked at this port for about 42 years. He was well liked by all with whom he came into contact, and his shopmates attended his funeral. For some years before he was called away he worked in the sail loft of Upson, Walton & Co., ship chandlers. He was an earnest, faithful and true workman and friend to his associates.

The large steel steamer now building at the Globe shipyard will be launched early this month and named in honor of the noted copper country geologist, Douglass Houghton. The dimensions of the Houghton will nearly correspond with those of the steamer Samuel F. B. Morse, and her dimensions are 476 feet over all, with beam and depth in proportion according to lake practice. The beam and depth measurements of the Houghton are to be the same as the Morse, viz., 50 feet and 29 feet molded, but the over all and keel length is one foot shorter or 475 feet and 455 feet respectively.

Ashtabula does not intend to lose any commerce this season, for the want of dredging. The city, the Lake Shore and Pennsylvania R. R. Cos. clubbed together to defray the expense of hiring two dredges from Hingston & Woods, of Buffalo, work was started from the head of the river to the 20-foot line, or to the harbor limits, and the district engineer is doing the rest. It now appears that Cleveland could well afford to copy a leaf out of the municipal rules of such minor ports as Ashtabula, Fairport, Conneaut, Lorain, etc., groundings are a common occurrence at the mouth of the Cuyahoga, and big cargoes are getting scared to tackle the port. Consequently ask to be consigned elsewhere.

A well-posted vessel master in speaking about the Helvetia episode at Valleyfield said: "I don't know that Capt. Marks followed the usual and orthodox style of collecting his wages, when he seized the craft without due process of law, but he collected it just the same, and that I suppose is all he wanted." It was the opinion of another vesselman that Capt. Marks done just right, for, he said that if she ever left his hands, the claim might have been outstanding in the United States Courts for years, and then his wages would have been eaten up in lawyers' fees. Whichever way the case is put it shows a lack of judgment and business methods throughout, as the owners were perfectly solvent, and knew how, when, and at what rate per month they had engaged Capt. Marks to take charge of the schooner Helvetia. The affair is now settled, yet it furnishes a unique precedent.

IMPROVING ST. LAWRENCE RIVER.

Capt. Graham D. Fitch, Corps of Engineers, U. S. A., stationed at Oswego, N. Y., has received the following bids for excavating rock in the St. Lawrence river: George A. Rogers, of Plattsburg, $9.49 per cubic yard; William J. Daly, of Ogdensburg, $7 per cubic yard.

Mr. Daly will in all probability get the contract, as his price is $2.49 lower than Rogers' and he has done much work for the Government, becoming most familiar with the manner of working.

The above contract of work includes the removal of approximately 2,270 cubic yards of rock.

Capt. Fitch also received notification from the Chief Engineer, Corps of Engineers, U. S. A., to the effect that the project submitted for the improvement of Ogdensburg harbor had been approved. The project for the improvement of the latter harbor, if it becomes available, is to dredge 87,000 cubic yards of mud and clay and 750 cubic yards of hardpan. The work will be carried out by contract.

NOTICE TO MARINERS.

DOMINION OF CANADA—ONTARIO.

PLATFORM BUOY SOUTH OF DUCK ISLANDS, LAKE HURON.—A platform buoy surmounted by a pyramidal slatwork painted white, and a white flag has been moored in 5 fathoms water off the south end of the southern shoal (Jennie Graham shoal) extending southerly from Duck Islands, Lake Huron.

The buoy is 3 cables S. by W. of the shoalest spot with 8 feet water on it, is situated S. by E. $\frac{5}{8}$ E. $2\frac{6}{10}$ miles from Duck island light house and S. W. $\frac{7}{8}$ S. $1\frac{9}{10}$ miles from the most southerly point of Outer Duck Island.

Vessels approaching it from the westward should not bring it to bear south of S. E.; if from the eastward nothing south of W. S. W.

F. GOURDEAU.
Deputy Minister of Marine and Fisheries.

May 20th, 1899.

N. B.—The fog signal for Calumet Pierhead as printed in this issue of the RECORD has since been altered to read an alternate silent interval of 40 sec. instead of 10 sec.

David J. Nelligan, of Buffalo, has bought the schooner Edward Kelley from her owners, Joseph H. Smith and Chas. A. Slayton, of Tecumseh, Mich. The Kelley was built in Port Huron in 1874, has a net tonnage of 737 tons, is rated at A2½ and has insurance value of $13,000. The consideration is not given.

The steamer John B. Ketchum unloaded a cargo of 1,300 tons of soft coal for the Arnold mine at Eagle Harbor this week. This is a one-third larger cargo than was ever before landed at Eagle Harbor and demonstrates the ability of vessels to land there safely with much larger cargoes than have ever before been deemed possible.

LAKE AND RAIL COMPETITION.

It costs less to-day to send a bushel of grain from the Mississippi river to Liverpool than it does to ship it across the state of Minnesota. That is the statement made by a prominent official of the Great Northern road. It costs less to ship corn from a country station in Iowa to Liverpool than to send it from Sioux City to the Mississippi river. And to make this astounding statement true it is not the cheapness of water transportation that is to be considered, but the reductions that have been made in the last few weeks by railways running from the west to the Atlantic sea-board.

This is a menace to the future of the lakes as the chief carriers for the grain of the west to foreign markets. Some years ago President J. J. Hill, of the Great Northern road, stated that the time was coming when the water route must give way to the railways. It is not apparent that this day has come, or is coming, but there is little difference between the water and rail route, as compared with that difference a few years ago. Since Mr. Hill's prediction the lake route has been improved by deeper channels, larger and more economical ships, better terminal and transportation facilities, etc., and it is easy to see that had these improvements been delayed till now his prediction would be truth to-day.

A few weeks ago there was an immense accumulation of grain at Minneapolis and interior points in the northwest waiting the opening of navigation for shipment, via the lakes, to the seaboard and Europe. Suddenly the railroad stepped in, made a rate of 15 cents a hundred pounds from the interior to Baltimore and the sea, and took the stuff. It was an eye-opener to grain merchants at other points and a very unpleasant surprise to competitive routes. Fifteen cents a hundred was about 8 cents a bushel for corn from the farmers' granaries. The rate at the opening of navigation on Lake Superior from Minneapolis to the ocean, rail and lake, was 7½ cents, divided as follows: Minneapolis to Superior or Duluth, and elevator charges at the latter point, 2¼ cents, lake rate to Buffalo 2⅜, elevation at Buffalo and freight by rail to New York, 2¾, insurance ⅛ cent, total 7½ cents. But these figures do not include the rate from the interior to Minneapolis, whatever that might be.

In the past few weeks a great volume of grain has been taken for over-sea delivery at one penny, ocean freight, and this added to the rate from the west makes a total cost of delivery at Liverpool of about 10 cents, from the farmers' station to the English markets—4,500 miles. It costs to-day 9 cents to get a bushel of wheat across Minnesota from Fargo to Superior or Duluth—250 miles.

"These changes in rail rates have come to stay," said the Great Northern official referred to. "As the railways of the central west have gradually improved their road beds, eliminating grades, strengthening bridges, perfecting track, as they have replaced cars that required one ton of dead weight for every ton of load they carried by cars that weigh but one-third of a ton per ton of load, as they have replaced cars of 20 tons capacity with others of a capacity for 50 tons, as their locomotives have been improved from a pulling capacity for 25 small cars to one for 40 of the new 50 ton steel cars, as 56-pound rails have been replaced by 100-pound steel, they have come to the knowledge that they could carry a ton of freight at far less than ever before. This knowledge has not come suddenly, but its result has.

Lake freights are high this year in spite of the advance in facilities, on account of a shortage in tonnage. This will not last, and another year may find the big lake ships taking ore and grain at the rate of 50 cents a ton from Superior or Duluth to Buffalo, 1000 miles. They must do this or lose a great share of their business to the railways, the full extent of whose reductions may not have yet been made and are most certainly not yet understood by the business world.

"The reductions in eastbound rates by rail will have their effect in the west, also. Last year when the Great Northern road took its final and most important step in the transportation problem of the northwest by building the Fosston cutoff it made a line under these instructions from Mr. Hill: 'There must be no grades to exceed 15 feet to the mile, including curvature corrections. There must be sidetracks of such dimensions that trains can be kept moving steadily from the time they leave the Red River valley till they land at the yards at Lake Superior. There must be a roadbed that will permit the heaviest locomotives, cars and loads ever placed for anywhere.' The Fosston line was built last summer and millions of bushels of grain reached the head of the lakes by it before the year closed, but ever since hundreds of men have been steadily at work, and will continue indefinitely, improving the line. Mr. Hill will soon reduce his rates from the western wheat country and from the southwestern coarse grain country to Superior and Duluth, both very materially. It is his policy to build up at the head of the lake a great grain market, and arrangements have been made with some the heaviest grain buying and storage companies of the country.

"Now, you will be interested to note how this reduction in rates by the railways on transcontinental traffic, on granger business, will affect the lake route and the project for all-water route to the sea from the head of Lake Superior. The lake vessel men, most of them at any rate, have been decidedly opposed to canals to the sea that will open to the world their shut-in lakes. Now they will be forced to see that an all-water route is their salvation, and they will struggle for it. Their influence and power is great, and their help will bring a canal from the lakes to the ocean in the next few years. There is no question about it, it must come.—Ex.

HARBOR NOTES BY THE HYDROGRAPHIC OFFICE.

LAKE MICHIGAN.

MILWAUKEE—SHOAL SPOT BETWEEN THE PIERS.—Information, dated May 9, has been received from the Milwaukee Tug Boat Line, Milwaukee, Wisconsin, that the steamer Fred Pabst, drawing about 17 feet 6 inches, touched bottom and came to a standstill between the piers about abreast of the old light-house. She was leaving the harbor at the time.

ST. JOSEPH HARBOR—CITY OF DULUTH WRECK REMOVED.—Information has been received, dated May 11, that the boiler has been removed from the City of Duluth wreck, and dumped into the lake. Also, that the small portions of hull remaining would be removed in a few days.

SOUTH HAVEN—CHANGES IN DEPTH.—Information dated May 8 has been received from Mr. C. W. Williams, Treasurer of the Williams Transportation Company, South Haven, Michigan, that there is 1 foot less water than last fall in the South Haven channel, and in one place, about 300 feet inside the shore line, there is only 9 feet. This runs about 50 feet, and boats have to hug the south shore very closely. Just across the channel from this, a beach made in the river at the north side.

The depth of water outside is 1 foot less than last fall.

HOLLAND (BLACK LAKE) ENTRANCE—DEPTH.—Information, dated May 6, has been received from Mr. Adam Wekler, keeper of the Holland station, Michigan, that the water at that place is about 6 inches higher than last year. There is a bar, caused by the sand going through the pier on the south side of the harbor, alongside of the pier, extending 250 feet on each side of the station.

PENTWATER ENTRANCE—CHANGES IN DEPTH.—Information, dated May 6, has been received from Mr. Martin Ewald, keeper of the Pentwater life-saving station, that during the winter a bar formed from the south, extending well into the center of the channel, a little out from end of North pier (about 50 feet). The depth of water on this bar is 9 feet 6 inches. Steamers entering Pentwater harbor should keep well toward the North pier, where they will have about 11 feet of water.

CHARLEVOIX—DEPTH IN CHANNEL.—The following information, dated May 10, has been received from the Charlevoix Lumber Company, Charlevoix, Michigan: "The depth of our river, most of the way, is about 15 to 16 feet. This spring a bar had formed at about the end of South pier, leaving only 11 feet. Barges, however, have backed through this with the help of tugs drawing 13 feet, so that the channel is fair now for boats drawing 12½ to 13 feet. The upper river or cut is 12 to 13 feet the whole length."

LAKE HURON.

MIDDLE INLAND—DEPTH OF WATER.—Keeper E. P. Motley, of the Middle Island life-saving station, reports, under date of May 8, that the water is fully 6 inches lower this year than last, and the reef southeast of the island is nearly out of water. The nun buoy is about south of the outer end of the reef.

An elderly man stepped into a big hotel the other day, accompanied by his wife, and asked for a room. When the polite clerk gave him a pen and placed the register before him he looked visibly embarrassed, but he took the pen and bent over the book as though he had nerved himself to some desperate task. He started to write, and then stopped and began to think. The clerk, of course, didn't know what the trouble was or else he would have volunteered his services. After a painful pause the ruralist started in scratching some more. After the expiration of fully five minutes the farmer threw down his pen with a sigh of relief, wiped the perspiration from his brow and rejoined his better half, who had been waiting in the lobby during the ordeal. The clerk was curious to see a signature that required such an unusual length of time to execute. The clerk is a solemn man, but he nearly went off into a fit when he saw the big round script, this legend: "Me and Maria."—Ex.

REPORTED BY THE LOOKOUT.

Julius Trautz, of Detroit, who was supposed to have been lost with the schooner Nelson in Lake Superior, has turned up at home.

The William Cramp Sons' Ship and Engine Building Co. have the contract for the construction of four passenger steamers for the New York and Cuba Mail Steamship Co., more popularly known as the Ward Line.

It is thought that the steel steamer John W. Moore, which had her bows damaged in the ice when navigation opened, will be able to leave the south stationary dry dock at Milwaukee about the end of this week. Her repairs were quite heavy, the damage being on both bows.

The large dredge named the Pan-American, built by Hingston & Woods, at Buffalo, last winter, has arrived at Houghton, Mich., and will commence to widen the upper canal in accordance with a contract which her owners recently entered into with the War Department through the district engineer.

The life-saving service is having plans and specifications prepared for the four new stations to be erected in Michigan. They are to be the Charlevoix, Grand Marais, Sleeping Bear Point and South Manitou Islands. It is expected to have them completed this season, but crews will hardly be appointed before the opening of navigation next spring. Each station will cost from $4,000 to $6,000.

Breach of Contract for Stevedores' Services. An action in rem will not lie for breach of a contract for stevedores' services, to be rendered generally for the term of one year to the owners of the vessel sought to be attached, where no services were rendered such vessel, to give the libelant the right to a lien thereon. The Allerton, 93 Fed. Rep. (U. S.) 219.

Collision of Steamer with Bridge Pier.—A court cannot find that the sinking of a steamer by collision with the pier of a bridge was due to unseaworthiness, merely from doubtful inferences, where there is direct and positive evidence of other facts, which would alone account for the disaster. Memphis and C. Packet Co. vs. Overman Carriage Co. et al., 93 Fed. Rep. (U. S.) 246.

The following letter is a rare example of Irishisms: "My Darlin' Peggy,—I met you last night and you never came! I'll meet you again to-night, whether you come or whether you stop away. If I'm there first, sure I'll write my name on the gate to tell you of it; and if it's you that's first why rub it out, darlin', and no one will be the wiser. I'll never fail to be at the trystin'-place, Peggy; for faith, I can't keep away from the spot where you are, whether you're there or whether you're not.—Your own, Mike.

The J. A. Roebling, loaded a cargo of 6,700 tons of iron ore last week, this being the largest cargo for the season to date. Last year the same boat took a cargo of 7,023 gross tons from Duluth. The Roebling is a steel barge owned by the Bessemer Steamship Co., and is towed this season by the Fulton. The increase in carrying capacity of the vessels engaged in the ore trade on the lakes is one of the principal factors in the reduction of carrying rates, and the big craft are rapidly driving the smaller ones out of the trade.

Capt. James Reid inspected the wrecked steamer Harlem, ashore on Isle Royale, and reports that she is in bad shape. He says she will have to be pontooned in order to get her off. The Harlem's bottom will all have to be renewed, and a great deal of the hull will require to be re-riveted, as the sea has strained her quite severely. Capt. Reid has probably done as much pontoon work as any man on the lakes, and he has done much wrecking work of all kinds. He is himself a submarine diver, and has met with success working under water at great depths. It is not likely that Capt. Reid will make a bid on releasing the Harlem "on the no cure no pay" principle that Lloyds' underwriters so like to stipulate in all wrecking jobs of this sort.

Another instance why the steamboat inspection service would be more appropriately named the equipment inspection service, is given in a recent issue of the Waterways Journal, St. Louis, Mo., as follows: "A local steamboat engineer whom we have known for five years is at present under the ban of the local inspectors. We have seen him take a drink occasionally, but never saw him in an intoxicated condition, and his reputation for sobriety is equal to that of any other worker in his calling. Yet he was recently served with the following notice: "You have been seen by Mr. Gordon, local hull inspector, in an intoxicated condition on the Eagle wharf boat on ——— (naming the day), and we hereby suspend your license for 90 days. Your license will be returned to you at the expiration of that time, provided you present to us satisfactory evidence that you have been leading a sober and steady life in the meantime." (Signed by the Local Inspectors.) This is rich! It now requires a certificate from the W. C. T. U. and membership in the Y. M. C. A. or Salvation Army for this engineer to have his license returned so he can earn a living. The inspector named must have had his eagle eye open at the time it is asserted he saw this engineer in an intoxicated condition." Local inspectors are the licensing board. They are also the board of inquiry and the judges in casualty cases, they can annul, cancel or suspend an officer's license, in point of fact they are the toads in the pot. The board that says a man is qualified and competent one day is given the power to make him the incompetent of tomorrow, or, to gloss over shortcomings, more likely the latter, when they don't want to minimize their own judgment and action.

MARITIME LAW.

(*District Court, D. Alaska, Jan. 28, 1899.*)

THE CANADA.

DERELICT—WHAT IS.—A bark which has broken from her anchorage in an arm of the sea; drifted on a rocky beach in a heavy storm; been made fast to the trees by the captain and crew; fills with water during the night; is deserted the next day by all hands, they taking with them the ship's papers, compasses, side-lights and their personal effects, and the vessel, two days later, goes adrift again, and is found drifting before the storm, 14 miles from her anchorage, with no one on board—held to be a derelict.

SALVAGE—AMOUNT AND APPORTIONMENT.—A vessel and cargo, of the estimated value of $60,000, brought only $2,000 at the marshal's sale, the great loss to vessel and cargo having been sustained prior to libelants finding her. Held, that a moiety of one-half the net proceeds is reasonable allowance as salvage money.

(Syllabus by the Court.)

This was a libel by the Alaska Steam Navigation Company and others against the bark Canada and her cargo to recover compensation for salvage services.

Johnson, District Judge. The bark Canada was a sailing vessel of about 1,000 tons burden, the property of the Alaska Steamship Company. She was valued at about $10,000, and her cargo, which consisted of general merchandise, lumber and four head of horses, was of the estimated value of $50,000. On the 19th day of February, 1898, while lying at anchor in the harbor of Skaguay, Alaska, which harbor is an arm of the North Pacific Ocean, she parted her cables in a severe storm, lost both her anchors, and went adrift. A small steamer went to her, but because of the severity of the storm, was unable to render her any assistance. There being no other steam vessel in the vicinity of sufficient size and power to save her, she drifted before the the wind for about three miles, when she went ashore on a rocky beach, bow on. Her captain and crew went to her and made her fast to a large tree on shore with several strong lines. In this condition she remained for two or three days. During all this time the weather was extremely cold and the wind terrific. On the 20th of February her captain gave orders to shoot the horses aboard, which was done, and directed the officers and crew to take with them such personal effects as they could carry. The captain took the ship's papers, compasses, side-lights, stove and other articles, and all hands left the ship and went to Skaguay to live. In speaking of the condition of the Canada at this time, her captain says: "The bow was on the beach, and when the tide went out, or at low water, the ship lay in that position, at an angle of about 45 degrees from forward aft. When the tide flowed, the vessel's stern didn't rise as fast as the water did, and as a consequence the water flooded the ship to her cabins." On the night of February 23rd the vessel parted all her fastenings, and again went adrift. On the morning of the 24th the steamer Colman found her, about 14 miles from Skaguay, and drifting on shore. Her hold was then filled with water, the seas were breaking over her, she was a mass of ice, a hole was found in her port bow, and her rigging was largely carried away. The weather was still very severe and the sea rough. The crew of the Colman boarded her and made fast a line, but because of the heavy weather were unable to tow her to the best harbor in the vicinity. They then took her to a sand spit near Haine's Mission, where they beached her, she having no anchors with which she could be made fast in the harbor. There she remained till March 9th, when she was gotten off and towed to Skaguay by the Colman. In the meantime, many efforts had been made by the Colman, and one or more efforts were made by the claimant, to get the Canada off the beach. Such vessels as were available were used for that purpose, but, the tide not being sufficiently high, all such efforts were unavailing. On March 7th the libelants herein filed their libel, and, by agreement of parties, an order was made directing the marshal to sell the vessel and cargo. This he did on May 14th, and paid to the clerk of this court $1,874.37 as the net proceeds of said sale.

The claimant, defendant herein, denies that libelants are entitled to anything as salvors, but, on the contrary, says they did not salve the vessel; that she was not a derelict; and that because of libelants' inability to save the vessel, and their refusal to allow claimant to assist them, claimant has suffered almost the total loss of the vessel and cargo, and he asks judgment against the libelants for damages. We cannot concur in this contention. The evidence fully satisfies us that, at the time the Colman took the Canada in tow, the latter had been wholly abandoned by her officers and crew, that she was a derelict, and was in imminent danger of destruction and total loss. It also satisfactorily appears that the value of the vessel and cargo must have been practically destroyed while she lay on the rocky beach from the 19th till the 23d day of February, and the depreciation in the value of the lumber aboard will account for the remainder of the loss.

While the conduct of the libelants, after the vessel was placed on the sand spit, can not be commended for any great display of business sagacity, yet the owners could at any time have filed in this court their stipulation, conditioned for the payment to libelants of any salvage money which might be found due them, and thereby have obtained possession of the vessel and her cargo. This they did not do, though there is some claim that they offered to secure libelants if they would surrender possession of the vessel. Whatever loss may have been sustained to the vessel and cargo after being beached on the sand spit, it is clear from the evidence that both claimant and libelants are equally responsible. The libelants might, with perfect safety, have accepted the assistance of claimant, and the claimant could with equal safety have secured libelants against all loss, and thereby have compelled a surrender of the possession of the vessel.

The Colman suffered some injury and loss of time while undergoing repairs for these injuries, which ordinarily, under the law, would be allowed to her in addition to any salvage money found to be due her; but, in view of all the facts surrounding this case, we are not disposed to make any special allowance for these damages or loss of time.

It is our judgment that a fair allowance for salvage would be, after deducting all costs, including the statutory fee of $20 for proctor for libelants, to divide what remains in the hands of the court from the sale of said vessel and cargo into equal parts, giving the libelants one-half and the claimant the other half of said proceeds. Of the one-half going to the libelants, one-half should be given to the steamer Colman, and the remaining half should be divided between the officers and crew of the Colman, in proportion to the wages being paid them at the time the Canada was salved, and a decree may be entered in conformity to this opinion and the findings herewith contained.

EASTERN FREIGHT REPORT.

Messrs. Funch, Edye & Co., New York, in their weekly freight report to the RECORD state the condition as follows:

Since our last issue no material change has occurred in our market for steam tonnage as far as grain is concerned; the Buffalo strike referred to has, however, been terminated, and a freer movement of grain may be therefore expected, although the further advance in prices may deter export movement. The rules which were made by the underwriters obliging vessels to treat the stowage of oats similar to that of heavy grain promised to militate against shipments of this article, but these have fortunately been suspended until September. The fixtures for deals show a marked advance, and the demand continues active, whereas only a very limited business has been consummated for timber. The market for time charters is strong, with a few charters made at slightly advanced rates over those last reported.

Our market for sailing vessels remains very firm, but without any material change in rates. Tonnage continues scarce and the demand fair, although not very urgent. Several charters have again been made for case oil to the Far East at former rates, and, with firm offers in hand, we can doubtless duplicate same, but it is extremely uncertain how long shippers will be willing to pay these. General cargo freights to the colonies hold about their own, and we do not expect any decline in this line in the near future. In other directions there is actually nothing new to mention.

A NEW DEPARTMENT ADDED.

The army transport has recently become of such importance that the Secretary of War has decided that it is entitled to the full dignity of a distinctive flag. The design of the flag has just been approved. It is a tri-color, with red, white and blue stripes in diagonal lines, the white forming the field, in the center of which is a representation in blue of the insignia of the quartermaster's department of the army—the familiar wheel, surmounted by an eagle and crossed by a sword and key. Surrounding this design are the letters in red, "U. S. A., T. S." This flag will be displayed on every one of the vessels engaged in the transportation of troops and stores between the United States and its new island possessions in the West Indies and in the Philippines.

SOME ASTRONOMICAL NOTES FOR JUNE.

[Communicated.]

The principal winter constellations are no longer visible in our evening sky, though Castor and Pollux of the Gemini, and Capella of Auriga may still be seen in the early evening toward the northwest. But they will soon follow their companions and be lost in the glare of perpetual day. A few months hence they will apparently have passed by the sun and may be found in the east in the early morning. Our summer evening sky, though not presenting as many brilliant constellations as the winter evening sky, is by no means destitute of objects of interest. Arcturus of Bootes now approaching the meridian, and hence at its best, is always an object of interest and beauty. Vega in Lyra toward the northeast is no less worthy admiration.

Spica in Virgo is always beautiful, though it does not equal in brilliancy the two above mentioned. It may be found near the meridian a few degrees west of Jupiter. Leo, easily recognized by the well-known sickle, whose brightest star is Regulus, and by a right-angled triangle, with the bright star Denebola at the eastern extremity of the base, is a prominent constellation in our evening sky. Toward the northeast the large constellation Cygnus is once more a conspicuous object. Its general outline is that of a large cross whose standard at present is nearly parallel with the horizen, having Deneb at its northern extremity, while its southern extremity is marked by the beautiful double star Beta Cygni. Toward southeast Scorpio, one of the most brilliant summer constellations, is now easily recognized. Its general outline is thought to resemble a kite, with the brilliant Antares so near the center of the constellation that it is sometimes known as the heart of the Scorpion (Cor Scorpionis).

Mercury will not be easily seen during the month by reason of his apparent nearness to the sun. Venus is still beautiful in the early morning, but her beauty is slowly diminishing, by reason of her increasing distance from us. Mars is also losing his brightness as his distance from us is constantly increasing. He will move from Cancer into Leo during the month, and will pass by Regulus, but at conjunction they will not be very near together, because of the difference in declination, Mars passing several degrees south of Regulus.

Jupiter is now near the meridian at early evening, and hence in good position for observing. He is always an object of interest in the field of even a small telescope, by reason of the ever varying panorama presented by his satellites. He is moving slowly westward and will continue to decrease his apparant distance from Spica in Virgo.

Saturn will be in opposition during the month. He may be found toward the southeast between Libra and Scorpio, the only bright star in that part of the heavens. He will not be in position favorable for the telescopic observation in the early evening, before the latter part of the month.

June 21 the sun will attain his greatest northern declination, and hence his greatest mid-day altitude, being only eighteen degrees and twelve minutes south of our zenith. After that date he will begin his journey southward, and the noon-day shadows will once more begin to lengthen. Only one small sun spot has been seen by the writer since last report.

Toledo, O. D. SATTERTHWAITE.

EXCESSIVE SPEED IN "SOO" RIVER.

Capt. Davis, of the revenue cutter Morrill, warns lake captains against a violation of the regulations that is becoming quite frequent. The masters of steamers running through the Sault river in many instances have run their steamers at a speed much faster than that permitted by the regulations. Offenses of this kind have occurred in the past, but they have been treated leniently by the Government. The apparent disregard of the rules so far this season seems to be so general that steps will have to be taken to bring captains to a proper observance of the law. All violations are noted by the revenue cutter officers on duty in the canal, and reported to the Treasury Department, and when the Department concludes to act, the offenders will be brought to time in order to provide examples so as to warn steamers to observe the regulations.

Automatic towing machines are coming into more use than ever on the lakes and it is considered that the outfit of modern tonnage is not complete without one of these towing engines.

MARINE RECORD

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CLEVELAND, O., JUNE 1, 1899.

THE stranding of the Atlantic Line passenger steamer Paris may give the United States Steamboat Inspection Service some cause or excuse for holding an adequate and properly constituted court of inquiry into the cause of the disaster. The evidence taken regarding the total loss of the large steel steamer Mohegan, in the same locality, may assist the court in arriving at some logical conclusions in the matter, as it is believed similar weather conditions existed at the time of both strandings.

WE ARE still waiting to learn from the officials of the Steamboat Inspection Service, the cause of the stranding last fall of the large powerful steamers Orr, Tampa and Harlem, on the north shore of Lake Superior. We know, as a general thing, and in due course, that their propellers put them there according to the usual method, but would like to know the elements of assistance which was so faithfully rendered to the screws before the hulls fetched up on the rocks and where the fine steel steamer still remains.

WE DO not debar a local contemporary from cutting into our discussion with the Canadian Manufacturer regarding the merits and demerits of the Rush-Bagot international agreement not to construct naval tonnage on the lakes, and making a leading editorial out of it, nor do we take any exception to the several other journals taking excerpts from these articles, but we do insist upon being properly quoted and credited. Last week a prominent New York journal put the other fellow's words in our mouth, which is not quite to our taste.

WE alluded last week to the vast sums of money paid to contractors of government work on the lakes, and the general impression that those engaged in the business at present acted more or less in collusion in bidding upon contracts, it was also suggested that figures were so arranged in the proposals for bids as to permit the local contractor to secure the work. As an indication of how extensive these contracts are, we may state that the district engineer at Buffalo will probably expend $500,000 on the breakwater extension and $90,000 on dredging the Niagara river this summer. Very extensive improvements are also being carried on at Cleveland, or say $4,000,000 in all for Lake Erie. Important works are also under way at Chicago and Duluth-Superior harbors. With such a large outlay of government funds at their hands, the anxiety of the district officers of the Corps of Engineers, U. S. A., that all bids should prove a fair and honest competition, may be pertinently understood, otherwise, they are placed at the mercy of any ring, combination or consolidation of interests.

TO BUILD SMALL NAVAL TONNAGE ON THE LAKES.

The Canadian Manufacturer, Toronto, one of the Dominion journals, zealously, if not somewhat jealously guarding the interests of Canada, likes not the idea of the abrogation of the Rush-Bagot agreement, whereby war vessels of limited dimensions might be constructed at lake ports.

Our Toronto contemporary conjures before its imagination impossible conditions, and judges contemporary history from an ancient standpoint, almost like some of our old fossils on this side of the border, who half imagine that they are still living in the revolutionary age, when George the Third was king.

In our issue of May 11 we stated as follows: "The exact point is not to have war ships on the lakes, for none are required; furthermore, we bow to the courtesy of the Dominion government in permitting our light-house tenders Gresham, Algonquin and Onondago to proceed through their waters to the coast during the period when we had a slight friction with Spain; moreover, we have other incidental maritime favors to acknowledge on account of the St. Lawrence system of canals having been made navigable by the Dominion government, also for reciprocal wrecking privileges, etc. Let us assure the Canadian Manufacturer that we do not desire a flotilla of war ships on the lakes, there is, and we hope never will be any more occasion for such a departure. The last whipping that John Bull received on Lake Erie was a well enough taught lesson. All that we do ask for, is that lake shipbuilders should not be discriminated against in sending their bids to the Government for the construction of national tonnage."

Our Toronto contemporary pays no attention to the comity of adjoining nations, keeps out of sight the methods of modern naval warfare, will not be Hobsonized, talks of bowie knives and revolvers and has altogether reached a plane where it is most difficult to follow. We quote from the Canadian Manufacturer of May 19, as follows:

"Our esteemed contemporary, the MARINE RECORD, Cleveland, Ohio, one of the most acceptable journals that comes to our desk, is very desirous that some arrangement may be made whereby war ships may be constructed in American ship yards on the Great Lakes, and, in discussing the question, reproduces an editorial regarding it that appeared in the last issue of the Cananadian Manufacturer, declaring that the exact point it desires to make is—not to have war ships on the lakes, but that they may be built there for service elsewhere. It says:"

The sole argument on our part from an industrial standpoint, is as follows:

There are shipyards, engine building establishments and boiler works in the United States with accompanying industries. Citizens residing and doing business at lake ports have invested millions of dollars in the foregoing industries, and perhaps a million of men, more or less, are interested therein. The antiquated agreement debars this multitude of labor and capital from action and discriminates to that extent between citizens of the United States.

We have no doubt, but that all interests would agree in stating that any departmental, or rather naval tonnage, constructed on the lakes, should not be fully equipped until it reached the coast; moreover, the stipulation might as easily be made that no craft built to the order of the Navy Department should remain on the lakes after equipment, partial or complete.

"The MARINE RECORD does not seem to have a comprehensive grasp of the circumstances. Salt Lake, in Utah, is entirely within the territory of the United States—Lake Erie is not. War ships built in any American sea coast ship yards have access to the ocean without having to pass through any foreign territory—such ships built in Cleveland or any other American city on the Great Lakes could not have access to the ocean without passing through Canadian territory; therefore it would be useless to build such ships in American lake cities unless with the intention of instituting and maintaining a menace to Canada, and the intention of the Rush-Bagot treaty was to prevent any friction that otherwise might have arisen between the two countries. A man who carries a chip on his shoulder is always supposed to be looking for some one to knock it off, with a view to subsequent hostile proceedings, and the man who loads his pockets and belt with revolvers and the legs of his boots with bowie knives only does so because he thinks he can get the drop on the other fellow. Such actions are not usually indulged in by peaceable people, and they certainly have an appearance of hostility that should not be indulged between neighbors.

"If it is unfortunate that every facility exists for building war ships on the Great Lakes without the possibility of floating them to the ocean, it is equally unfortunate that such a condition exists as regards the great inland sea in Utah. But a barrier does exist and that is all there is of it. It may be that the treaty is an "antiquated agreement," as our contemporary suggests, but it must be observed, not that it discriminates between citizens of the United States, which it does not do, but because it is calculated to preserve peace between that country and Canada.

"We repeat what we have already said, that it would not be wise to disturb the terms of the Rush-Bagot convention. The United States cannot build armed ships of modern types or of any other type on the Great Lakes for service in any other waters and get them away from the shipyard in which they were constructed, except by the grace and permission of Canada, and Canada will never grant that permission. The United States can, if so disposed, release itself from the obligation now imposed by the treaty simply by giving the necessary notice, but to do so would not imply unobstructed passage through Canadian canals to the ocean. In the interest of friendship and brotherly love the idea should be abandoned."

With the abrogation of the Rush-Bagot memorandum, permission to build naval tonnage at lake ports would be secured. This would be a positive first step. Small sized vessels, their armament and equipment, gun carriages, etc., being constructed and ready for delivery, the question of transportation to the coast would be a secondary consideration. Lake shipbuilders and cognate interests desire the right to build and chafe at the discrimination which forbids them to even lay a keel in competition with their fellow citizens doing business in other parts of the Union. The question is an international and therefore a weighty one, but, the embargo being raised by the abrogation of the ancient agreement, the odium of unjust discrimination against the industries of the States bordering on the lakes, could no longer be placed upon the shoulders of the Federal government. So that, as we have so briefly stated, permission to build would be but the preliminary to a contract for delivery at a coast point.

IN support of our contention last week that local attraction, if any, had nothing to do with the stranding of the Paris on the Manacles, Capt. Creak, head of the compass department of the British Admiralty, is quoted as saying: "However close the ship got to the Manacles, her compasses could not be affected and even that could not be felt outside of three hundred yards from the shore. No ship's course ought to be nearer than two miles from that coast. Furthermore, that he had his doubts about the theory of magnetic attraction in the Manacles. Even if this existed, he said, inasmuch as the Manacles lie due north of the lateral line followed by steamers in passing the Lizard the needle would be down only along its usual line of polar attraction. Capt. Creak said the theory itself was not untenable as there was a place known as the Cossacks, on the coast of Australia, where iron in the cliffs deflects ships' compasses thirty degrees." Another authority is quoted as saying: "One single company has sent ships past the Manacles twice a week, each way, for many years. If the rocks are magnetic enough to affect the compass, why have these ships escaped so often?" English experts endeavored to learn something about the courses steered by the Paris previous to her stranding, but they were curtly turned down and told that as the steamer was under the United States flag they had no interest in the casualty. It is due to Americans engaged in the transatlantic trade to know all of the circumstances which in any way contributed to the stranding of the Paris. This, for their future guidance when in that vicinity.

THE Engineer in its number for May 12, completes a series of five articles on "The Naval Boiler of the Future." It concludes that this will be the five-tube boiler and not the water-tube boiler which is now in so much favor. It believes that it is possible to reduce the quantity of water in it, so that it would be made a successful competitor with the water-tube boiler for marine work. The Belleville boiler will, the Engineer says, no doubt maintain its position for some time to come, say, at least six years, the duration of one acoording to Sir John Durston. But it remains to be seen if, when worn out after two commissions, they will be replaced.

ATTENTION is called to the Dominion "Notice to Mariners" contained in this issue of the RECORD, where the bearing of the beacon on Beausoleil Island is given as S. 86° E. (N. 88° E. true). At the first glance it might appear as if two bearings had been given for this one object. The difference is a little over half a point, or 6°, and represents the angle between the magnetic and true bearing, a distinction of which too little notice is taken by the ordinary lake master or pilot; also, by the local inspectors of hulls, who examine and grant or issue all licenses to lake pilots.

IT will now be in order for some one who knows it all, to write a letter to the press, stating that if the master of the Paris had been an American sailor, or had received his education and experience under the Stars and Stripes, the vessel would never have fetched up on the Manacles. Another telling argument would be that the old coach of a Western Ocean omnibus wanted to leave her bones as near as possible to the place where they were put together. A point that might also be made, in this connection, is, that if the Paris had been constructed in the United States she would have come off the rocks without straining a rivet, thus proving superior and unexcelled workmanship, as well as the aversion which everything American has to British territory, manners, laws and customs. The facts might be very prominently brought forward that a British-trained officer landed the British-built hull on British rocks, while out of original sympathy a British naval vessel tried to release her.

LAKE FREIGHTS.

A large quantity of tonnage was placed in the iron ore trade on season charters and at figures ranging from ten to twenty-five cents per ton less than the quoted rate this week. This outlook could not have been foreseen, only, that every indication pointed to the briskest season experienced for years in ore as well as in coal and grain carrying. Those who fixed their vessels too far ahead to avail themselves of the going rate, will perhaps be more circumspect in the future, and, if chartering must be fixed ahead, place only a portion of their floating property at the bottom rates, and leave the remainder free to be handled to the best advantage. There is no doubt but that the large fleets owned by the iron ore men scared a number of owners and brokers into an advocacy of season chartering, especially, when it has been shown that the large craft owned by iron ore men will shunt off into the general trade when freights are advantageous. This season, however, shows a change from the past. The mine owners' floating property must be kept droging iron ore to supply the furnace demand. Coal and grain rates are improving, but they don't want any, nor can they see anything but getting ore to the furnaces and this situation is likely to continue all season.

The going rate on iron ore is now fairly firm at 75 cents from the head of the lakes, 70 cents Marquette and 65 cents Escanaba to Lake Erie ports. Nor is there any liklihood of these rates being shaded and there is a chance of an advance.

Coal, anthracite, Buffalo to Duluth, walked up 10 cents per ton this week, and is now at 40 cents, bituminous, Ohio ports to Lake Michigan, 50 cents. With tonnage wanted and shippers trying to hold the 40 cent rate but vessel owners and brokers firm at 50 cents, or proceed light.

Grain chartering has been brisk through the week at 2 cents on corn, Chicago to Buffalo; and 1⅝ cents to 1¾ cents, Port Huron and Midland; 3¼ cents to Kingston. The Duluth grain rate holds steady at 2½ cents on wheat with an upward tendency and 2¾ cents wanted.

Lumber freights are advancing with a good demand for carriers in all lines of transportation from lumber shipping points.

A NEW LIGHT-HOUSE TENDER.

Lake shipyards will be asked for bids on a new light-house tender for the ninth district early this month. The tender will be for a steel screw steamer, especially adapted for the work, and of larger dimensions than anything yet built for lake service. The appropriation was made by the last Congress and the officials of the service are now at work on the plans and specifications for the craft. Considerable attention will be given the gas buoy interests on the lakes in the new boat, and she will have appliances for handling, carrying and filling these new and valuable aids to navigation. When the last vessels of the light-house service were built, the gas buoys had not come into general use. On account of their great weight and size, particular attention will be given to their proper handling, in placing and supplying with gas as well as taking them ashore in the fall of the year, and the new tender will be specially equipped for this work. The best and latest vessel of the lake service now is the steamer Marigold. The Dahlia, assigned to the ninth district, which comprises all of Lake Michigan, Green Bay and the Straits of Mackinac, is a good little craft, but too small for the work she is called upon to perform and not fitted to handle gas buoys in particular.

MILWAUKEE HARBOR IMPROVEMENTS.

Proposals for breakwater extension, Harbor of Refuge, at Milwaukee Bay, Wis., were opened at 12 o'clock noon, May 25, 1899, by Capt. J. G. Warren, Corps of Engineers, U. S. A., Milwaukee, Wis. The following is a list of bids received: Amount available (when appropriated) $145,650.

Total for 900 linear feet of cribs and 3,100 feet of superstructure, Lydon & Drews, Chicago, $172,464; Samuel O. Dixon, Milwaukee, $161,451; Edward Gillen, Racine, $144,388; Robert E. Rice, Muskegon, $132,955.

THE HEAVENS IN JUNE.

Astronomical data for June, 1899, furnished the MARINE RECORD by the Washburn Observatory:

Mercury passes through superior conjunction June 16, but will not become visible as an evening star until next month. Venus is drawing nearer to the sun and is diminishing very slowly in brilliancy, but is still the bright morning star. In the evening, Mars may be seen in the western sky and Jupiter and Saturn in the northern. Jupiter is the brightest by far and crosses the meridian early in the evening. Saturn first is seen lower in the southeast and is near the meridian at midnight.

Two eclipses occur this month, neither of them visible in this region. The first is a partial eclipse of the sun June 7, near our midnight hour, visible in northern Europe and throughout the Arctic ocean. The second is a total eclipse of the moon on the morning of June 23, in our time, and visible throughout the Pacific ocean.

The times of sunrise and sunset at Milwaukee for the month are as follows:

	SUNRISE.	SUNSET.
June 1	4:15	7:24
" 11	4:12	7:30
" 21	4:12	7:34
" 30	4:15	7:34

The times of the moon's phases are:

New Moon	June	8, 12:20 a. m.
First Quarter	"	16, 3:46 a. m.
Full Moon	"	23, 8:20 a. m.
Third Quarter	"	29, 10:45 p. m.

The principal fixed stars visible during the month in the evening hours are: To the west, Regulus; near the meridian, Arcturus and Spica; to the east, Vega and Antares.

CASUALTIES OF THE WEEK.

Among the several casualties reported during the past week, that of the schooner Lotus with an unknown steamer in a fog on Lake Michigan, calls for more than passing attention, as from the schooner's account, the steamer proceeded without giving her name, or offering any assistance, and this constitutes a very serious and grave charge, it being the duty of colliding vessels to exchange names and stand by to offer any assistance in their power. The schooner lost her jibboom, but arrived all well at Chicago on Tuesday.

The steamer Lindsay at Milwaukee, on Tuesday, reported having been in collision with the schooner J. V. Taylor, off Port Washington, on Friday night last. A survey was held on the Lindsay by Capts. Calbick and Sinclair, of Chicago. The damage is estimated at about $3,000.

While the steamers Griffin and Wawatam both bound down, were rounding to—on ac ount of fog—one mile below Iroquois Point, the current and shoal water caused the Griffin to sheer. The Wawatam struck her abreast of t e pilot house, cracking a plate. The Griffin grounded in eighteen feet of water on one side, and twenty-two feet on the other side, resting on the middle ground. Temporary repairs were made and the steamer proceeded.

The steamer Kelton, which went ashore at Pointe aux Barques, on Sunday, was at once released by the tug Brockway. Outside of a broken shoe, no damage was done. The Kelton proceeded in tow.

The wrecking tug Fern broke her shaft and wheel on Monday night, and was driven ashore on Thunder Bay Island. She was released by the help of the life savers on Tuesday, and towed into Alpena by the tug Frank W.

The steamer Minnesota grounded hard on Stag Island, on Wednesday, but soon got off with assistance.

The schooner Delos De Wolf, with coal, sprung a leak on Lake Erie and was towed into Sandusky on Tuesday, where she was grounded in shoal water.

The schooner B. W. Parker, consort of the A. A. Parker, with grain, Duluth to Buffalo, sheered into the steamer Mt. Clemens when just outside Detroit river on Lake Erie on Saturday last. The Mt. Clemens began leaking rapidly, but reached Amherstburg, secured extra pumps, and discharged her cargo of salt, proceeding on to Detroit for survey, dry-docking and repairs. The tow proceeded on to destination.

The Veronica and consort Amboy, from Escanaba to Tonawanda, grounded on a reef at the entrance to Niagara river on Tuesday. The grounding apparently occurred through mistaking range lights. The vessels were lightered and released with assistance apparently uninjured.

The schooner J. V. Taylor, of Chicago, arrived at Manitowoc on Tuesday, with a large hole stove in her bows and her jibboon carried away. The captain reports that he had a collision with a large unknown steamer, off Port Washington. The steamer was not stopped after the accident, but was hurried along, and never waited for the fate of the schooner to be ascertained.

NOTES.

ACCORDING to the latest statistics, the Japanese mercantile marine comprises 735 vessels, of a total measurement of 390,334 register tons—570 of the number being steamers from 50 tons upwards, measuring 363,223 tons, and 165 being sailers of 100 tons and upwards, measuring 27,211 tons.

AS AN evidence of the completeness with which Engineer-in-Chief Melville, U. S. N., proposes to rehabilitate the recently destroyed machine shops of the New York Navy Yard, it may be noted that the installation of not less than 120 electric motors for the machinery of the shops has been determined upon. These motors will be of the latest design, of best make, and will be under the sole control of the shop whose machinery they will actuate.

THE fourth ocean raft, built by H. R. Robertson, at Stella, recently, arrived at Astoria, Ore. It scales between 6,000,000 and 7,000,000 feet of lumber. If the raft was made of sawed lumber it would contain about 12,000,000 or 13,000,000 feet, about twice as much as the raft recently sent to San Francisco by the Inman-Poulsen Company. It is 600 feet long, 53 feet wide, and draws 20 feet 6 inches. It is cigar-shaped, like those sent down by the Robertson Raft Company, and is protected by a heavy plank bulkhead at each end, held in place by four steel cables, 1¼ inches in diameter. It is towed by a hawser 16 inches in circumference and 150 fathoms long. The bridle chain is connected with another chain, which runs through the whole length of the raft, and wherever the strain comes on the hawser it pulls the raft together. On the ocean by this means the raft is tightened more securely.

THAT very much tangled question, "The Imbroglio in Samoa," is explained with great clearness and force in the June number of "The North American Review," by Henry C. Ide, formerly Chief Justice of Samoa. Judge Ide has this to say in regard to the relation of Samoa to the new position of the United States in the Pacific: "The Spanish-American war has emphasized the importance of coaling stations in remote parts of the world. With coal treated as contraband of war, a modern warship is absolutely helpless in times of war, unless it can reach a base of supplies belonging to its own country. Unless we retain our grasp upon Pago Pago, the whole of the South Paeific would be closed to us the instant war was declared with any naval power. With the tremendous development that is going on upon the shores of the Pacific, making it the theatre of some of the vastest political and commercial events of this age, and with the United States taking its position as a world power, and being from its location more interested than any other great power in occurrences throughout every portion of the Pacific, we cannot afford to make the slightest relaxation of the rights in Samoa that have been secured to us by the Berlin Treaty. "The white man's burden" in Samoa rests as heavily upon German shoulders as upon those of England and America. The Germans have there a larger interest than any other nationality. They have a solemn compact with us, as to the manner in which those interests and their peopie shall be safeguarded and preserved. Samoa has been made a most important point in the policy of the German colonial party. The German Government would not for a moment consider any abatement of its rights in Samoa, and we are bound to recognize them to the fullest extent under the treaty."

UPWARDS of 300 men are now employed regularly by the Craig Ship Building Co. at Toledo. Engines and boilers are being placed in the steamer Mae, building for Miller, Bull & Knowlton, of New York, and other new work is progressing favorably.

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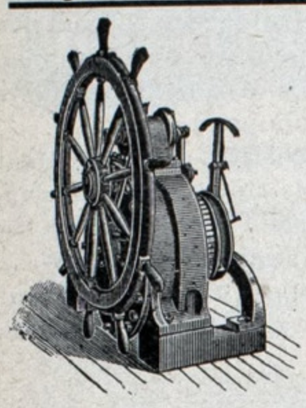

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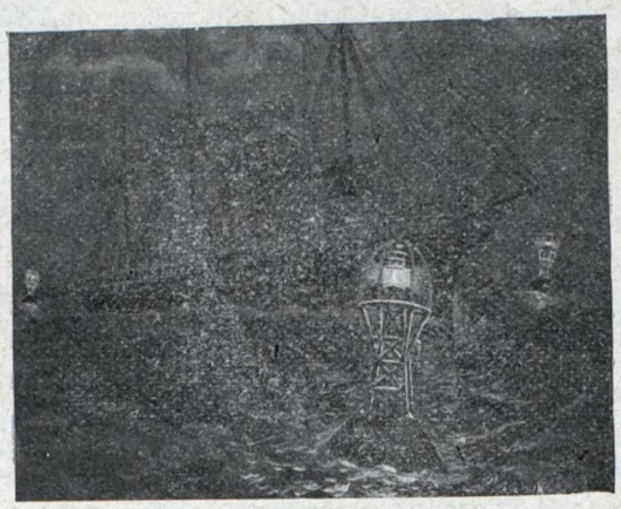

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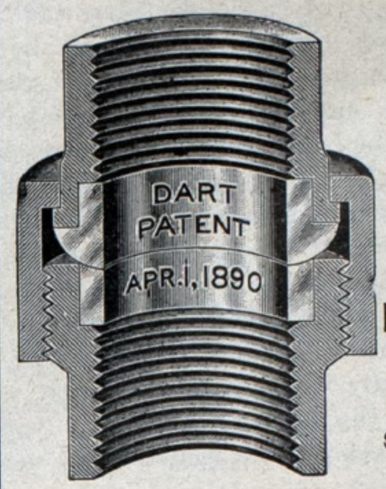

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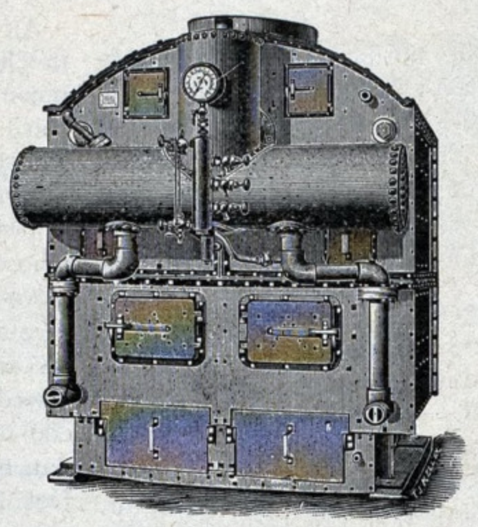

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SHIPPING AND MARINE JUDICIAL DECISIONS.

(COLLABORATED SPECIALLY FOR THE MARINE RECORD.)

Contract for Stevedores' Services.—A contract for stevedores' services is maritime. The Allerton, 93 Fed. Rep. (U. S.) 219.

Shipping Articles—Seamen who have signed shipping articles for a voyage are bound thereby, and cannot vary, add to nor take from the terms of the written contract by parol evidence of an additional verbal agreement. The Lakme, 94 Fed. Rep. (U. S.) 230.

Maritime Liens.—Since a maritime lien for repairs attaches to a vessel by operation of law, the burden is on the one claiming a waiver thereof to show affirmatively that the lien was waved as part of the contract. The L. B. X., 93 Fed. Rep. (U. S.) 233.

Libel for Extra Wages.—Where seamen, justly entitled to extra wages, claim a greatly excessive amount, and bring action therefor, they will not be allowed full costs. In this case three-fourths of their taxable costs were awarded to libelants. The Lemke, 93 Fed. Rep. (U. S.) 230.

Notes Taken in Payment not a Waiver of Maritime Lien.—The mere giving of notes in payment of repairs on a vessel does not of itself create a waiver of the contractor's lien therefor. The notes not being paid, he may return them and enforce his lien. The L. B. X., 93 Fed. Rep. (U. S.) 233.

Lien for Towage.—A boat cannot be subjected to a lien for towage services rendered under a contract with a charterer in the usual course of his business, the tower having knowledge that it was chartered, unless by a previous understanding to that effect with the owner. The Mary A. Tryon, Fed. Rep. (U. S.) 220.

Maritime Lien for Torts—American Doctrine.—It is the settled rule in the United States that there is a maritime lien for the injury inflicted by a maritime tort, with but few exceptions, such as that made by admiralty rule 16 in the case of suits for assault and beating. The Anaces, 93 Fed. Rep. (U. S.) 240.

Injury to Seaman—Mate's Negligence.—Where the mate of a vessel, after giving an order to certain seamen, proceeded to assist in its execution, and by their negligence another seaman was injured, the mate, while so engaged, was not acting as a master or vice principal, but as a coemploye; and hence the ship is not liable for the injuries so received. The Miami, 93 Fed. Rep. (U. S.) 218.

Personal Injuries—Negligence of Ship Officers.—Under the maritime law as administered in the United States, a stevedore, injured while in the employ of a master stevedore engaged in loading a ship, through the negligent operation of a steam winch belonging to the ship, and under the management of its officers, may maintein a libel in rem against the ship therefor. The Anaces, 93 Fed. Rep. (U. S.) 240.

Shipping—Demurrage—Maritime Rules—Construction.—A vessel is not ready to discharge, within maritime rule 5, regulating the length of time within which a consignee of lumber should receive it, without liability for demurrage, and requiring him to receive, in questionable weather, "if the vessel is ready to discharge," where the stevedores refused to work on account of rain. Bowen et al. vs. Sizer et al., 93 Fed. Rep. (U. S.) 227.

Same.—Where two bills of lading were given requiring delivery of part of a cargo at different ports, they constitute independent contracts, and hence the consignee was entitled, under maritime rule 4, to one full calendar day after the vessel's arrival at the most distant port to furnish a berth for discharge before being liable for demurrage. Bowen et al. vs. Sizer et al., 93 Fed. Rep. (U. S.) 227.

Same.—A special provision of a charter party that the freight on the dressed lumber shipped should be subject to a deduction of one-fifth cannot extend to the construction of maritime rules relating to demurrage, so as to entitle the consignee to a deduction in measurement for dressed lumber in computing the demurrage due, except on clear evidence that it was so intended. Bowen et al. vs. Sizer et al., 93 Fed. Rep. (U. S.) 227.

Same.—Maritime rule 5 provides that the demurrage charge for delay of a vessel discharging a lumber cargo shall be at the rate of 15 cents per M. feet, board measure, of entire cargo delivered. Held that, in the absence of clear proof of a change in the custom, seven-eighths inch dressed boards will be treated as inch lumber, in determining the amount of the demurrage chargeable. Bowen et al. vs. Sizer et al., 93 Fed. Rep. (U. S.) 227.

Maritime Liens—Vessel in Esse—Repairs.—Where, after a vessel had been launched and navigated, it was discovered that her engine was inadequate, and it became necessary to supplant it with another, the contract to furnish such new engine is a maritime contract for the repair of a vessel in esse, and hence creates a maritime lien on such vessel for the price of the engine, under Rev. St. Mo. §770, providing that all boats shall be subject to a lien for repairs, and admiralty rule 12, permitting suits in rem by material men for supplies or repairs, etc., against the ship. The L. B. X., 93 Fed. Rep. (U. S.) 233.

Election of Master to Continue Voyage.—A hasty exchange of opinions between a pilot and a master of a river steamer, in the face of immediate danger, though the pilot advises the stopping of the vessel, which is not done, does not constitute a deliberate election by the master to continue the voyage against the advice of the pilot, within the meaning of Rev. St. 4487, so as to render the owners absolutely liable for damages thereafter arising to the persons or baggage of passengers, and especially where it was at the time too late to avoid the injury which resulted. Memphis & C. Packet Co. vs. Overman Carriage Co. et. al., 93 Fed. Rep., (U. S.) 246.

Waiver of Maritime Lien.—The owner of a vessel, on contracting for repairs, agreed to pay cash on delivery, but thereafter, being unable to do so, agreed that libellant should have a lien on the repairs and vessel for the same. After the repairs had been delivered, the owner refused to give notes in form agreed, and thereupon libelant objected to the note offered, and offered to return it, and waive security on the vessel, if the owner would divide the payments as requested, to which no reply was made. Held, not to constitute a waiver of libelant's maritime lien on the vessel. The L. B. X., 93 Fed. Rep. (U. S.) 233.

Construction of Shipping Articles—Extra Work.—Under shipping articles containing no express stipulations in regard to hours of work, seamen are bound to do whatever is required of them for the safety and cleanliness of the ship and the preservation of the cargo, at whatever hours required by the master, on week days, Sundays, or holidays, or at night, whether the vessel is under way, at anchor, or in port; but it is not their duty to perform labor in handling the cargo on Sundays or holidays, or outside of the usual working hours, constituting a day's labor, when the vessel is in port, and there are no circumstances of peril which render it necessary. The Lakme, 93 Fed. Rep. (U. S.) 230.

BONDS FOR RELEASE OF VESSELS SEIZED.

TREASURY DEPARTMENT, BUREAU OF NAVIGATION,
WASHINGTON. D. C., May 10, 1899.

To collectors of customs and others:

Your attention is invited to the provisions of the act printed below relative to the giving of bonds in causes of admiralty jurisdiction.

EUGENE T. CHAMBERLAIN, Commissioner.

APPROVED, O. L. SPAULDING, Acting Secretary.

AN ACT To amend section nine hundred and forty-one of the Revised Statutes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled, That section nine hundred and forty-one of the Revised Statutes be, and the same is hereby, amended to read as follows:

"SEC. 941. When a warrant of arrest or other process in rem is issued in any cause of admiralty jurisdiction, except

in cases of seizures for forfeiture under any law of the United States, the marshal shall stay the execution of such process, or discharge the property arrested if the process has been levied, on receiving from the claimant of the property a bond or stipulation in double the amount claimed by the libelant, with sufficient surety, to be approved by the judge of the court where the cause is pending, or, in his absence, by the collector of the port, conditioned to answer the decree of the court in such cause. Such bond or stipulation shall be returned to the court, and judgment thereon, against both the principal and sureties, may be recovered at the time of rendering the decree in the original cause. And the owner of any vessel may cause to be executed and delivered to the marshal a bond or stipulation, with sufficient surety, to be approved by the judge of the court in which he is marshal, conditioned to answer the decree of said court in any or all cases that shall thereafter be brought in said court against the said vessel, and thereupon the execution of all such process against said vessel shall be stayed so long as the amount secured by such bond or stipulation shall be at least double the aggregate amount claimed by the libelants in such suits which shall be begun and pending against said vessel; and like judgments and remedies may be had on said bond or stipulation as if a special bond or stipulation had been filed in each of said suits. The court may make such orders as may be necessary to carry this section into effect, and especially for the giving of proper notice of any such suit. Such bond or stipulation shall be indorsed by the clerk with a minute of the suits wherein process is so stayed, and further security may at any time be required by the court. If a special bond or stipulation in the particular cause shall be given under this section, the liability as to said cause on the general bond or stipulation shall cease.

Approved, March 3, 1899.

AN OBSTINATE OLD ADMIRAL.

Admiral Horsey, of the British Navy, writes to the London Times concerning the stranding of the Paris. He declares that, on the strength of more than 50 years' experience in navigation, that, excluding some marvelous occurrences that would justify stranding, a navigator who cannot take a powerful, well-found steamship from Cherbourg into the Atlantic without running on to the Cornish coast, can not be fit to be trusted with the command of anything.

The RECORD wishes to say that there is not an admiral in any navy in the world who could stand one year's continuous service as master of an Atlantic greyhound. Age, training and education would be all against the pompous and prominent naval officer making a passage. As regards navigating and handling a large steel steamer, it is safe to say that Capt. Watkins could sail all around the fine old Admiral Horsey, who we can but consider as being in his dotage or he would never have made such a charge against one of the most experienced and successful Atlantic navigators. The shipmaster, who, fair weather or foul, reaches port up to time, is a smart man; when the occasion of the inevitable "once too often" comes, then none so great a sinner as he, but admirals never take such chances.

SUN'S AMPLITUDES.

The following approximate amplitudes of the Sun's rising will be given each week in this column during the season of navigation. A second bearing may be taken by compass at sunset, by reversing the east bearing, given for the nearest latitude, as the change in declination for a few hours makes but a slight difference in the true bearing of the Sun's setting. The bearing may be taken when the sun's center is on the horizon, rising or setting. The three elements which may be obtained by taking these amplitudes are the quantities known as local attraction, variation and deviation.

LAKE ERIE AND S. END LAKE MICHIGAN, LAT. 42° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Deg.
June 1.....	E. 30° N.	= N. 5⅜ E.	= N. E. by E. ⅜ E.
June 9.....	E. 31° N.	= N. 5¼ E.	= N. E. by E. ¼ E.

LAKE ONTARIO, S. END HURON AND CENTRAL PORTION LAKE MICHIGAN, LAT. 44° N.

Sunrise.	Amplitudes.	Bearing P'ts,	Bearing Deg.
June 1.....	E. 31° N.	= N. 5¼ E.	= N. E. by E. ¼ E.
June 9.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.

N. END LAKES HURON AND MICHIGAN, LAT. 46° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Deg.
June 1.....	E. 32° N.	= N. 5⅛ E.	= N. E. by E. ⅛ E.
June 9.....	E. 34° N.	= N. 5 E.	= N. E. by E.

LAKE SUPERIOR, LAT. 48° N.

Sunrise.	Amplitudes.	Bearing P'ts.	Bearing Deg.
June 1.....	E. 34° N.	= N. 5 E.	= N. E. by E.
June 9.....	E. 35° N.	= N. 4⅞ E.	= N. E. by E. ⅞ E.

With a compass correct magnetic, the difference between the observed and true bearing or amplitude will be the variation for the locality. Should there be any deviation on the course the vessel is heading at the time of taking the bearing, the difference between the observed and the true amplitude after the variation is applied will be the amount of deviation on that course. If the correct magnetic bearing is to the right of the compass bearing, the deviation is easterly, if to the left, the deviation is westerly.

VARIABLE BIDS FOR GOVERNMENT WORK.

Proposals were recently asked for bids on government work at Sandusky harbor. There were two sets of bids participated in by the same bidders. The work to be done comprises dredging to the amount of $27,000, and brush and stone work to the amount of $45,000.

For the dredging the bids showed as follows: "Outer harbor, Carkin, Stickney & Cram, of Detroit, 26 cents per cubic yard; G. H. Breyman & Bros., Toledo, 22 cents per cubic yard; L. P. & J. A. Smith Co., of Cleveland, 25 cents per cubic yard; James Rooney, of Toledo, 21 cents per cubic yard; E. J. Pryor, of Houghton, Mich., 12 cents per cubic yard.

On the straight channel—Carkin, Stickney & Cram, 12 cents; Breyman & Bros., 13 cents; L. P. & J. A. Smith Co., 15 cents; James Rooney, 14 cents; and E. J. Pryor, 9 cents per cubic yard.

On the east dock channel—Carkin, Stickney & Cram, 26 cents; Breyman & Bros., 18 cents; L. P. & J. A. Smith, 18 cents; James Rooney, 14 cents; E. J. Prior, 9 cents per cubic yard.

On the west dock channel—Carkin, Stickney & Cram, 80 cents; Breyman Bros., $1.50; L. P. & J. A. Smith Co., 90 cents; James Rooney, 60 cents; E. J. Pryor, 16 cents per cubic yards.

Dredging boulders per hour—Carkin, Stickney & Cram, $15; Breyman & Bros., $25; L. P. & J. A. Smith Co., $20, James Rooney, $15; E. J. Prior, $12.

It seems almost needless to state that the contracts were awarded to the lowest responsible bidder, E. J. Pryor, Houghton, Mich.

IN A RECENT editorial in these pages, discussing the building of warships on the Great Lakes, we said that if the United States should engage in that industry, no such ships could reach salt water "except by the grace and permission of Canada;" making reply to which THE MARINE RECORD, Cleveland, Ohio, says:

Relative to the inuendo that lake-built craft can only reach the coast "by the grace and permission of Canada," we can simply refer to the U. S. S. Michigan, built at Pittsburg, Pa., in 1844, put together and launched at Erie, Pa., and in service as a lake patrol ever since, so that it is nearly time that she had a rest. The position is, therefore, clearly defined, in stating that lake shipbuilders as citizens of the United States ought no longer to be debarred from bidding on the construction of national tonnage, the Rush-Bagot agreement to the contrary notwithstanding. This, we perceive, is all there is to the question of building naval tonnage on the lakes. Otherwise the Michigan episode and experience can be quickly and easily duplicated, or rather reversed, inasmuch as material for construction might be shipped east instead of west as in the case of the Michigan, over half a century ago.

In view of the fact that, Rush-Bagot treaty or not, American war vessels built on the Great Lakes can never reach the ocean through Canada, it might be as well for our American friends in those cities, and Pittsburg also, if they are really determined to build such ships, to begin the construction of a tram road over which they can be transported to the ocean and thus repeat the episode of the Michigan, which our contemporary tells us, can be so quickly and easily duplicated.—Canadian Manufacturer, Toronto.

AS SHOWING the increased importance of the motive power applied to the additions now being made to the ocean fleets of the Atlantic, it is interesting to note that the engine room force of the new White Star steamer Oceanic will not be less than 182, as against 160 on the Teutonic and Majestic.

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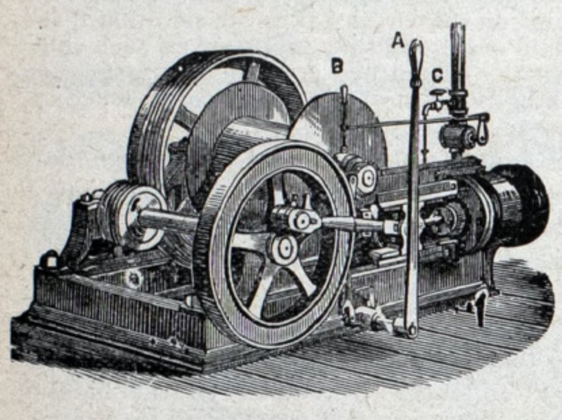

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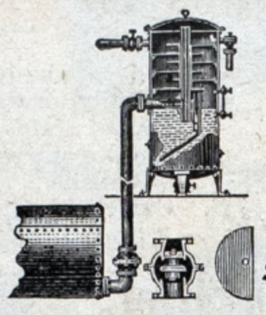

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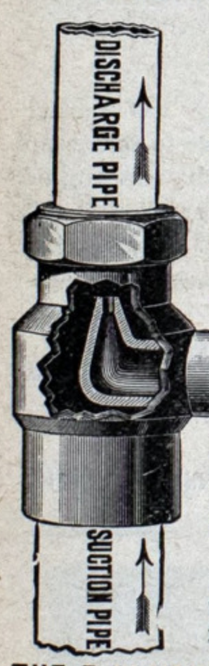

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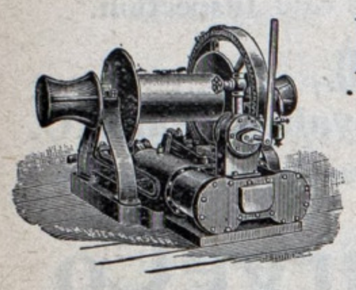

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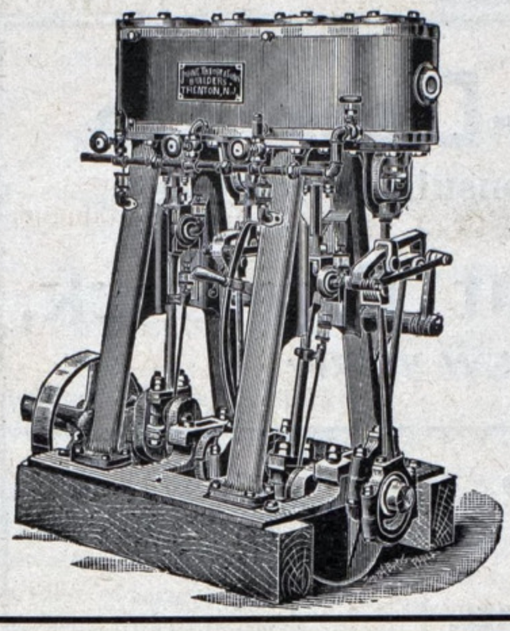

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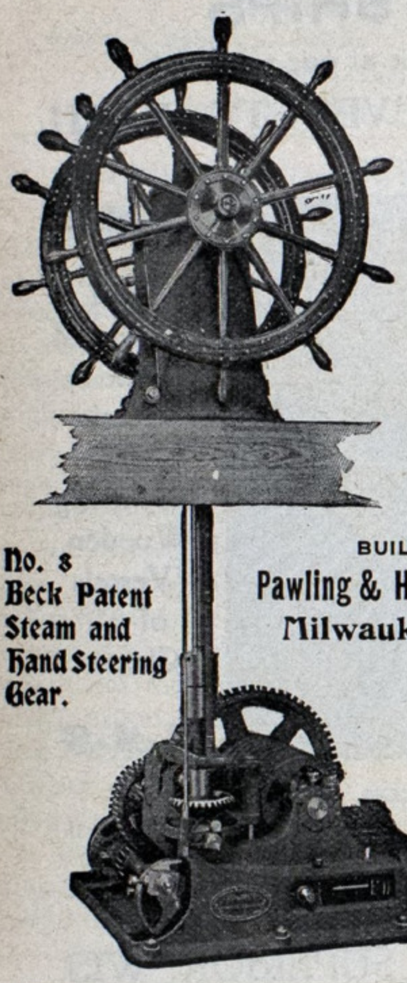

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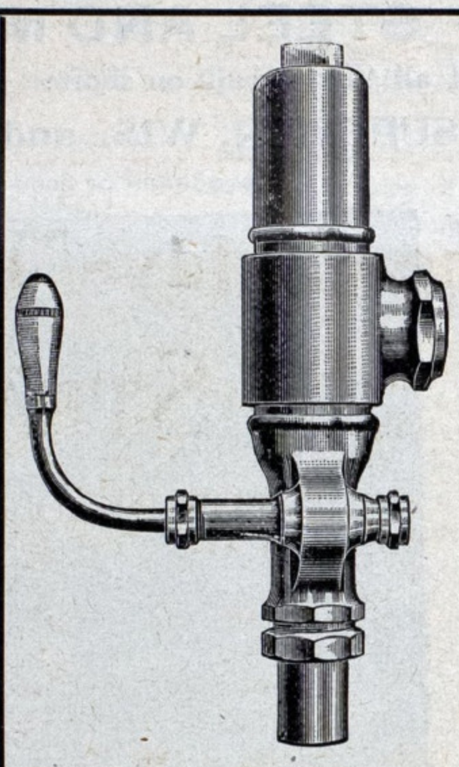

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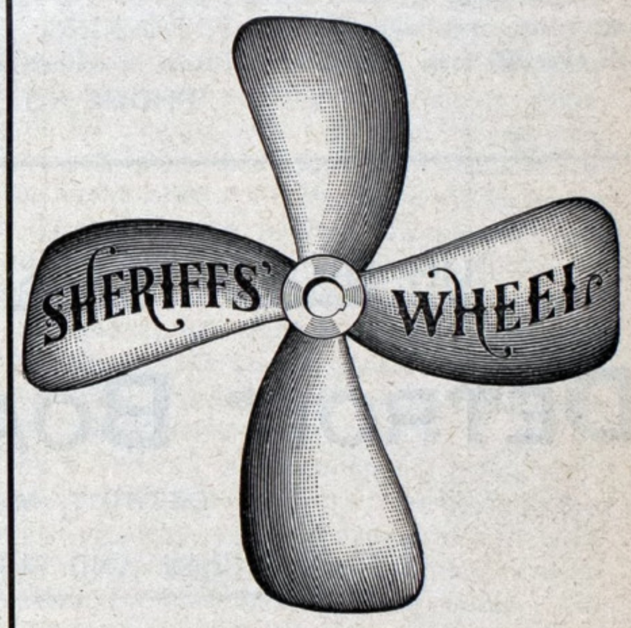

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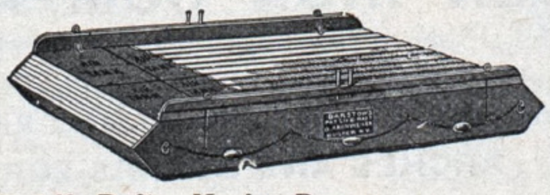

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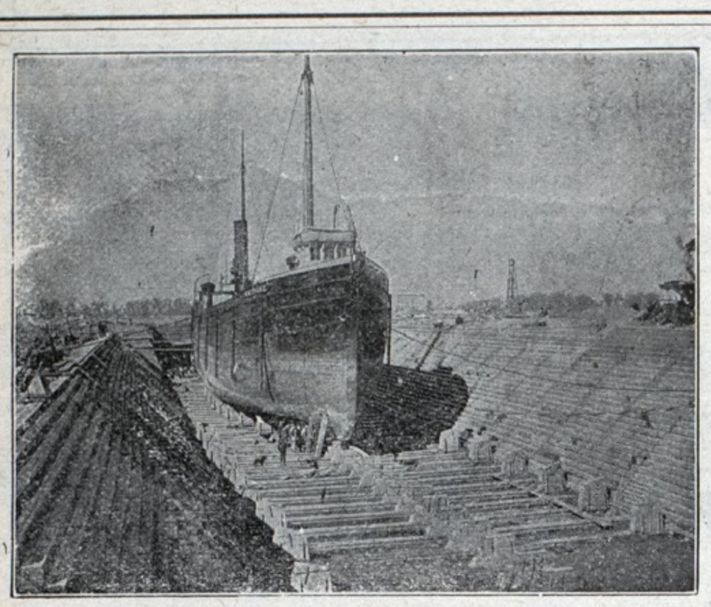

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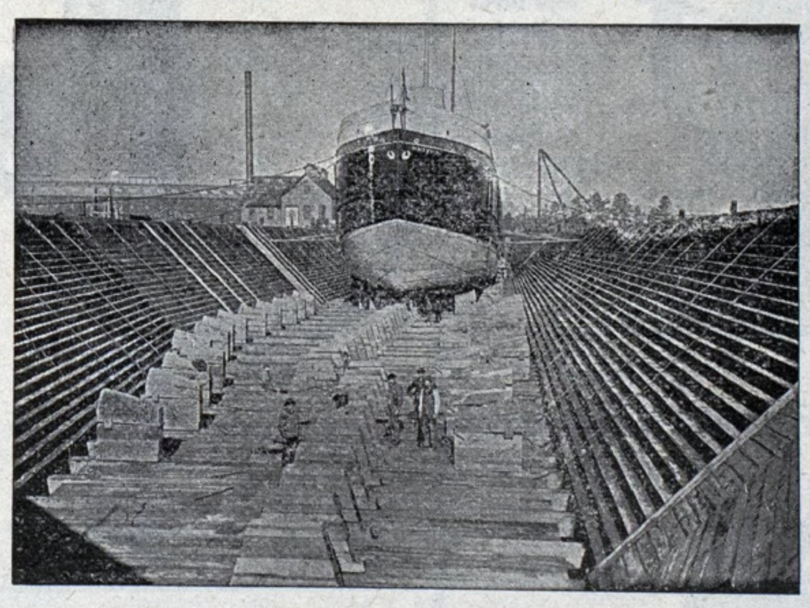

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